City of Toronto and Toronto Transit Commission

Scarborough Subway Extension
Environmental Project Report

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Volume 2 of 2

Appendix C-1

Summary of Public Comments Received During Phase 1

Summary of Public Comments Received During Phase 1

Topic	Comment Summary	Project Team Response / Action
Draft Terms of Reference (TOR) • How can we strengthen the study process or TOR? • Is anything missing from the TOR? • Is there anything else to consider during the Scarborough Subway Extension (SSE) study?	Concern was expressed over the length of time of the study process and the time between the completion of the study and construction / operation of the SSE.	The Study Team looked for opportunities to shorten the process as much as possible while also fulfilling the need to provide opportunities for public input.
	A number of comments were received regarding the Study Area boundaries. There is concern that the Study Area (and thus the potential corridors) does not extend far enough into the east of Scarborough to include the University of Toronto Scarborough Campus (UTSC) and the Malvern community. It was also suggested that the study area be "squared off" in the northwest corner to include the community there.	The City recognizes that the SSE will serve a broad area and population in Scarborough and beyond. The boundaries of the Study Area are meant to identify the area in which a route will be selected, based on the basic study parameters of serving Scarborough Centre and Sheppard Avenue.
	Questions and concerns were raised regarding the plans for how the SSE will interact with other proposed transit projects and whether they are being considered in the SSE study. Many expressed interest, particularly in SmartTrack and how that will impact the corridor selection.	The work on these two projects is being co-ordinated. The City is looking at how to advance both projects to optimize service to Scarborough.
Draft Public Consultation Plan • Who else needs to be engaged in this study? • How do you want to be involved in this study? • Which engagement tools would you find most useful to learn about and provide input to the study? • When should public meetings be held regarding this study? • What online and / or social media tools would you use to provide input into this study?	While some commented that "everyone" should be engaged in the SSE, there was particular emphasis placed on engaging transit riders who currently use the system to travel both downtown and within (across) Scarborough. In particular, both low income residents and the elderly were identified as frequent transit users, so they should also be engaged.	In addition to including transit groups (CodeRedTO, Transport Action Ontario, Sheppard Subway Action Coalition and TTC Riders) on the Stakeholder Advisory Group, the Study Team will be promoting the Project and carrying out pop-up consultation events (see Public Consultation Plan) in the Toronto Transit Commission (TTC) and other public places. The principle to engage existing passengers to provide feedback will be ongoing throughout the duration of this study. The Study Team always welcomes new ideas to get in touch with riders.
	Many comments received during the Phase 1 consultation expressed the importance of this project to schools in Scarborough – including high schools, Centennial College and UTSC. It is noted that there is an interest to ensure that these schools are engaged in the public consultation.	Centennial College and the Toronto public and Catholic district school boards (TDSB and TCDSB) are represented on the Stakeholder Advisory Group. Additional efforts to reach educational stakeholders and their students will include social media.
	A majority of the feedback received suggested that the best way to engage the community in learning about and contributing to the Project is through the use of online surveys, open house events, a project mailing list (email) and through interactive workshops. For in-person events the best time for public meetings include weekday evenings and on weekends. Online / social media tools that are most likely to be used include online surveys and Twitter.	The Study Team will continue to utilize these tools as mechanisms for dialogue, receive feedback and answer questions.
Corridors and Station Locations Under Consideration • What are the benefits and drawbacks of the corridors being considered? • Have we missed any corridors? • Are the station locations appropriate?	Benefits and drawbacks to all nine corridors under consideration were identified. While cost was a concern, the initial support seemed to be the strongest for the McCowan, Bellamy and Markham corridors as they reached further east into Scarborough.	
	Additional corridor options were identified and proposed for consideration.	
	Connectivity was identified as an essential characteristic of the final corridor in the development of a transit network within the Scarborough community, across the City, and regionally (east and west). This includes the need for transit hubs where the SSE will connect to local TTC bus routes and the GO Transit Train network. Those referenced include the Eglinton and Agincourt GO Stations.	Connectivity will be supported in the evaluation of corridors and will determine the route that will provide the most connections within Scarborough and the adjacent communities.
	Key locations were identified as areas in Scarborough that the SSE should reach. Those locations most identified (in no particular order) as potential station locations include: • The Scarborough Hospital • Scarborough Town Centre (STC) • Centennial College • UTSC	Based on Council direction, one objective of the SSE is to connect Kennedy Station through Scarborough Centre to Sheppard Avenue East. Access to major community facilities will be an important factor.
	Many comments supported an additional station beyond the three stations included in most corridor options except the Bellamy and Markham options. There was concern for multiple corridors that the distance between stations was too great, in particular from Kennedy Station to the first station at Lawrence Avenue East. It was also mentioned that at the STC, the subway needs to connect directly with the Scarborough Centre Bus Terminal rather than on McCowan Road, which is located a distance away. This would make for an easier connection to the current transit hub.	The inclusion of a fourth station on some corridors may be considered, beyond the fourth station included in the Bellamy and Markham corridors.
Draft Evaluation Criteria • Which criteria are most important to you in deciding the best route for the SSE? • Are there any other criteria that should be considered?	The two criteria that were identified as being most important were 'Supports Growth' and 'Affordability'. Many people referenced the need to ensure that there is development potential along the recommended corridor. In addition people want to see what the costs are for the proposed corridors, through a cost-benefit analysis.	
	Social equity was also referenced in many comments. A transit system should be developed to ensure access to the communities that need it – in particular low income residents and the elderly.	
	While connectivity was not identified as the most important criterion, there were many references to it in the corridor comments, indicating that it is an important factor in choosing the best route for the SSE.	

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Summary of Public Comments Received During Phase 2

Summary of Public Comments Received During Phase 2

Topic	Comment Summary	Project Team Response/ Action
Existing Conditions • We would like to know your feedback or concerns about the inventory. Have we missed anything?	Concerns were expressed regarding current traffic congestion within the Study Area. Some believed that plans for the Scarborough Subway Extension (SSE) would relieve congestion whereas others stated that the options proposed would have no effect on current congestion issues. A suggestion regarding more double length buses to relieve congestion was also recorded.	
	Some comments regarding the current conditions of transit stations were noted. Complaints regarding safety, cleanliness and unsatisfactory exteriors were made. One member of the public asked if the old stations currently being used will be redesigned along with the installation of the new station for the SSE.	
	The consideration of traffic during construction was identified when discussing corridor options. Many commented that particular corridor options would either cause major traffic delays or would impact traffic flow the least during construction. Many felt as though the decision to carry the Bellamy Corridor option forward for further study was a good decision because construction would have minimal impact on traffic as it is not currently a very busy location.	Traffic congestion is not a significant factor in determining the preferred corridor, because traffic impacts will be minor in scope and severity compared with the long-term benefits of the SSE, including the economic development opportunities that it will provide. Impact to traffic will be considered after a preferred corridor has been selected and the potential station concepts are compared. Concepts that offer less disruption to traffic will be favoured over concepts with greater disruption.
	Many people suggested choosing the corridor option that would have the capability to connect with other modes of transit in the future. Connections with the potential SmartTrack and Scarborough-Malvern Light Rail Transit (LRT) line were at the forefront while others emphasized the importance of connecting the new corridor to current GO Transit lines and bus routes.	Connections to existing and planned transit lines is a significant consideration in the corridor evaluation. Preliminary analysis highlighted proximity to SmartTrack and the opportunity to connect with Eglinton GO, but the full evaluation will include a more robust evaluation of possible connections including interface with the proposed Scarborough-Malvern LRT, and a clearer understanding of how SmartTrack and the SSE would impact one another based on advanced numerical modelling.
	Providing maximum access to all areas of the city to the greatest number of people was an important consideration. Many felt the most southern part of Scarborough currently lacked accessibility to other parts of the city and thought the corridor options being carried forward for further study would solve the access issue.	Existing and projected future population and jobs around potential station areas has been considered in the corridor analysis. However, the Project has specific objectives and parameters that limit the number of stations and routes that can be considered.
The Short Listed Corridors • We would like to know your thoughts, ideas and concerns about the short listed corridors. Do you agree that these are the three best corridors? Why or why not?	Midland Corridor - Generally, most of the people in agreement with this corridor liked the connections to Scarborough Town Centre (STC), Kennedy Station, and nearby residential areas. Another key benefit identified over the other corridor options was the reduction in capital costs in comparison to the McCowan Corridor. Those who disagreed that this corridor should be carried forward for further study expressed concerns about the proximity to SmartTrack, creating a redundancy in service. Other concerns included the closure of the Scarborough Rapid Transit (SRT / Line 3) and the low density of the corridor area. Overall, the Midland Corridor seemed to be the middle ground within the three short listed corridors with some of the public in agreement and some in disagreement with the decision to carry it forward.	Proximity to SmartTrack is an important consideration, however we do not yet know how proximity to SmartTrack may impact the SSE. It would not be prudent to eliminate all potential corridors close to SmartTrack before the interaction is better understood through modelling. There is significant development potential at station locations.
	McCowan Corridor - Out of the three short listed corridors, this seemed to be the most preferred option. Many thought that this option would provide the most service to the most people. Many also thought this corridor has the potential to reduce traffic and congestion in the area, made the most sense and seemed logical. Generally, those who disagreed that this corridor should be carried forward for further study were concerned with the additional capital cost (as compared to Midland) and the lack of service to Centennial College and University of Toronto Scarborough Campus (UTSC).	Service to UTSC and Centennial College are not part of the project objectives.
	Bellamy Corridor - This corridor seemed to cause the most disagreement out of the three short listed corridors. Those in agreement that this corridor be carried forward liked the connection to the Eglinton GO station, and access to STC and Cedarbrae Mall. Many disagreed with the decision to carry this corridor forward due to the additional capital costs, lower density and fewer opportunities for development in the area.	Density outside of station areas is irrelevant. There is significant development potential at both the Eglinton / Bellamy and Lawrence / Bellamy station locations. It is prudent to consider additional cost that would result in additional benefit.
	Cost-effectiveness.	Costs have been provided in relation to the McCowan Corridor, which was used to create the budget supported by City Council in October 2013. The Midland Corridor would cost $100M - $130M less and the Bellamy corridor would cost $600M - $625M more. Increased revenues from new riders and property taxes due to redevelopment and increased density are not available at this time.
	Clarification about how the short list was identified.	A reasoned argument approach was taken, whereby similar corridors were grouped. That is, corridors in the west of the Study Area (SRT, Midland), the centre of the Study Area (Hydro, Brimley and McCowan) and the east of the Study Area (Bellamy and Markham). In each group, the best corridor was selected using the project evaluation criteria. The result of this reasoned argument is three short-listed corridors that include the preferred corridor. In other words, even if one of the corridors that was not carried forward was better than one that was carried forward, it is not possible that a corridor not carried forward would be the preferred corridor. e.g., Brimley might be the second choice – better than either Midland or Bellamy – but since McCowan is preferred over Brimley, we can eliminate Brimley from further analysis.

Summary of Public Comments Received During Phase 2

Topic	Comment Summary	Project Team Response/ Action
Potential Alignments • What are your thoughts about the alignments within each corridor?	Similarly to the preliminary evaluation of the corridors, cost was identified as a main concern in discussing potential alignment options. Many questioned the cost-effectiveness of each alignment option and wanted to know exact dollar amounts before coming to a final decision. Generally, people wanted to choose the most cost-effective option that would provide long-term improvements in service.	Costs have been provided in relation to the McCowan Corridor, which was used to create the budget supported by City Council in October 2013. The Midland Corridor would cost $100M - $130M less and the Bellamy Corridor would cost $600M - $625M more. As design proceeds, more detailed cost estimates will be determined. Increased revenues from new riders and property taxes due to redevelopment and increased density are not available at this time.
	Use of existing structures was identified as a key idea for consideration. Many thought using existing elevated structures, primarily for the Midland alignment options, would be more cost-effective in reducing tunneling costs and construction period.	Reuse of existing elevated structures has been included in cost estimates for the Midland Corridor alignments.
	Many questioned the impact of construction within the different alignment options. Some wanted to know how the STC would be affected during the construction period and others questioned the length of construction for each alignment option.	Length of the construction period is comparable for all alignments. Likewise, impacts to the operation of the STC are expected to be minimal for all Scarborough Centre Station concepts. More details about construction methods and impacts will be determined through a detailed analysis of the station concepts in future phases.
Station Concepts • Provide your thoughts about the station concepts.	The opportunity for growth and development played an important role in the consideration of potential station concepts. Many people want a station that will enable mixed use developments to occur in the future. Some suggested using existing surface parking lots for redevelopment to reduce the impact on green spaces when building the new station.	Questions and comments raised about the potential station concepts are all part of the evaluation criteria that will be applied to select the preferred station concepts. Comments received will inform this analysis, which will take place in July and August, 2015. Results of this evaluation will be presented in the fall, when stakeholders and the public will have the opportunity to provide feedback.
	Once again, cost was brought forth as a main concern when discussing potential station concepts. Many members of the public suggested alternative plans (e.g., reducing the amount of bus terminals) to lower the overall costs of the Project and others requested to know exact dollar amounts of each station concept.	
	The main consideration regarding the station concepts appeared to be the placement of the subway platform in relation to the bus terminal. Many requested the terminal to be within close proximity to the platform, and for the connection to be weather protected. Others questioned the access to STC and suggested underground or aboveground walkways to bring transit riders into the Centre for ease and convenience.	
	The possibility for additional station concepts was brought to question. People wanted to know if the proposed station concepts were the only options being considered or if others would be proposed in the next phase of the study. Some were not satisfied with the options given and made suggestions for other possible locations they thought would be beneficial.	

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Summary of Public Comments Received During Phase 3

Summary of Public Comments Received During Phase 3

Topic	Comment Summary	Project Team Response / Action
Preferred Corridor – McCowan • Do you agree that this is the best corridor? Why or why not?	A need for clarification as to why the McCowan Corridor was chosen as the preferred corridor was expressed in the feedback. In particular, questions were asked as to why McCowan is the preferred corridor for the express Scarborough Subway Extension (SSE) rather than the originally planned three-stop extension; three stops along McCowan would offer more transfer points in Scarborough than an express SSE to the Scarborough Centre Station (SCS).	The express SSE to SCS along the McCowan alignment was preferred over all other options because it provides the fastest connection to Kennedy Station, it is centrally located to best serve existing and future development in the Centre, and it keeps the Scarborough Rapid Transit (SRT / Line 3) operational during construction.
	Some residents and business owners wanted more information on the noise and vibration impacts that might be caused by the subway running beneath their property. Residents from nearby areas expressed concern pertaining to their quality of life after the SSE is built along the McCowan Corridor.	In the urban context, noise and vibration from the subway will generally be imperceptible. For example, the Toronto-York Spadina Subway Extension is designed so that nearby properties will register between 10 and 30 dBA which is the equivalent between “barely audible” and “a soft whisper”. Once the Project is approved, a Noise and Vibration Impact Assessment will be completed and assessed in accordance with the Toronto Transit Commission (TTC) and Ministry of the Environment and Climate Change (MOECC) protocols and City of Toronto bylaws. Mitigation measures will be implemented where applicable.
Recommended Alignment • What potential impacts should we be aware of (along this alignment)?	Cost was identified as an important factor when discussing the recommended alignment. Questions regarding the cost-effectiveness of removing the Lawrence and Sheppard Stations from further consideration versus improving access to transit were raised, along with concerns that the express SSE would not be worth the expense. Generally, people wanted to understand why the proposed alignment would have such a high cost when stops are being eliminated.	In October 2013, when the original 3-stop McCowan subway was approved by City Council at an estimated cost of $3.56 billion, the estimate was based on 0 % design (a Class 5 estimate). As the Project progressed through the early design stage, approximately 5 %, certain costing became much clearer. For example, due to the topography of the Lawrence station area, the station would be built at a depth approximately 30 metres below grade, which is roughly 14 metres deeper than initially anticipated. Additional technical issues were found for Scarborough Centre and Sheppard stations. It is for this reason that even an express SSE to the SCS remains very costly.
	Many questioned the impact of the recommended alignment on the environment – particularly the potential impact to the Frank Faubert Woodlot, located on the northwest corner of Ellesmere and McCowan – along with streams and parkland. People wanted to ensure that environmental features would not be disturbed during the construction and operation of the SSE.	The Study Team has identified five options for the construction site, including two located in the Frank Faubert Woodlot. However, it should be noted that all options need to be explored as part of doing our due diligence. Ideally, natural features should be preserved, and residential property impacts should be minimized.
Other Related Comments	Many concerns were expressed regarding the decision to eliminate Lawrence Station between Kennedy Station and SCS in order to provide an express SSE. Some felt the rationale provided by the City for eliminating stops and stations was not adequate. These members of the public requested an in-depth explanation as to why the reduction in construction and cost outweighs the reduction in transit accessibility. Many members of the public felt that the original three-stop SSE would be a better option than the express as it has the potential to serve more people and access more places. The majority of the public did not think that an express SSE would attract more riders to the system than the three-stop extension	With the changing transit landscape in Scarborough, the Study Team saw an opportunity to remove the Lawrence East subway station and replace it with the Lawrence SmartTrack Station, situated in the existing Line 3 corridor. Especially when factoring in the cost associated with the Lawrence East Subway station at McCowan. The topology of the area created a situation where the subway station depth would be 30 meters deep. The rising costs and the relatively low ridership at this station helped guide the decision to eliminate this station.
	Comments were received expressing confusion and concern regarding the projected ridership. Some compared the projected ridership provided in 2013 to the current projections and did not see a correlation, while others stated that various contrasting projections had recently been published. People also questioned how the ridership would increase by building an express SSE rather than a three-stop SSE.	Many updates, including new transit lines, have been made to the model used to make ridership projections. The latest number for the express SSE to SCS has roughly half the number of riders – this is because the initial projections did not include SmartTrack/GO Regional Express Rail (RER) or the Eglinton East Light Rail Transit (EELRT). It should be noted that the overall transit network with the express SSE actually adds more net new riders than the 3-stop SSE and the existing Line 3.
	Some comments expressed interest in the construction timelines proposed for the SSE. People wanted to know when the construction is planned to begin and how long the construction would last.	If given the green light at Executive Committee, and City Council, the new timeline has construction commencing between 2019-2020, and the SSE operational by 2025.
	Comments regarding impacts to properties and acquisition were also received. Some wanted to know which properties would be affected by the SSE, and requests were made to stay away from particular identified houses and neighbourhoods. Additional concern was expressed regarding the acquisition process, and what happens to residential and commercial properties if acquisition is required.	The recommended McCowan alignment permanently impacts 34 privately-owned properties and seven publicly-owned properties. The property impacts were determined based on studies and analyses conducted during the preliminary planning process. Further detailed design is necessary to define the property requirements more precisely. It is anticipated that level of design will be completed in Spring 2017. In addition, at McCowan and Ellesmere, five options (with different property impacts) are under consideration for a tunnelling mobilization site. Further studies will be conducted during summer 2016 and the recommended option will be presented during fall 2016. City of Toronto Real Estate Services is responsible for acquiring property for TTC projects. In acquiring property, the City strives to balance municipal and community needs with the rights of the individual property owners. The focus is on negotiating mutually acceptable purchase agreements for the required property. The City will obtain an appraisal, survey and other property-related assessments, which will be used as the basis for discussing the terms and conditions of a sale with owners once the necessary project approvals are in place.
	Some comments received specified the Scarborough General Hospital and the University of Toronto Scarborough Campus (UTSC) as key locations in Scarborough. People felt that it would be very important to ensure the SSE provided adequate access to both locations to better serve residents and students.	The Scarborough General Hospital would continue to be served by local buses, which would connect to both the Lawrence SmartTrack Station, and Kennedy Station. UTSC will be served in the future by the EELRT. The EELRT is a proposed line that will be an extension of the Eglinton Crosstown LRT, which is currently under construction, and will terminate at Kennedy Station. The line will continue from Kennedy Station east along Eglinton Ave E., north-east along Kingston Rd, north along Morningside Ave. and through the UTSC campus, where it will terminate.
Eglinton East LRT	A need for clarification about how the EELRT would improve speed and service for riders and why it would connect to Kennedy Station instead of Lawrence Station was identified. People were unsure if the benefits outweighed the costs, and what the construction time would be.	The Eglinton Crosstown, which is currently under construction, will terminate at Kennedy Station in the east. Therefore, the only available connection for the EE LRT is at Kennedy Station, and not Lawrence. This is an unfunded project. Staff is recommending City Council approve a sub-project to fund the update of the approved 2009 Scarborough Malvern Environmental Assessment (EA). Once the EA has been updated and the project has funding, it could take approximately 4-5 years to construct.
	Impact to traffic flow during both construction and operation was identified as an important factor when discussing the EE LRT. People questioned how the construction and operation of the new LRT line would impact current traffic flow and also asked how the LRT service would be better or faster than existing service. The impact on Emergency Medical System (EMS) vehicles was also questioned.	The original EA needs updating, including the traffic analysis. Staff is recommending that City Council approve the creation of an EELRT capital sub-project to help fund the design and update the previous EA (including traffic work).

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Appendix C-4

TPAP Public Consultation Report

Scarborough Subway Extension

TPAP Public Consultation Report

SCARBOROUGH SUBWAY EXTENSION

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LINE 2 SUBWAY SCARBOROUGH

Overview

Community input has been an essential part of the entire Scarborough Subway Extension (SSE) planning process. Comments and feedback gathered throughout the preliminary planning stages helped to shape the SSE – including the recommended McCowan Road alignment, Scarborough Centre Station location and Bus Terminal concept. Summaries of the comments and feedback received by the public during the preliminary planning stages can be found in the following Public Consultation Reports:

- Phase 1 Public Consultation Report;
- Phase 2 Public Consultation Report;
- Phase 3 Public Consultation Report (February/ March 2016); and,
- Phase 3 Public Consultation Report (June 2016).

These preliminary plans received approval by Toronto City Council in March 2017 (EX23.1) to proceed with the Transit Project Assessment Process (TPAP).

The TPAP – the streamlined Environmental Assessment for Transit Projects – commenced on April 27, 2017. Members of the public, agencies and other interested stakeholders were invited to review and provide comment on the details of the Draft Environmental Project Report (EPR) Executive Summary, including the existing and future environmental conditions; the preferred alignment, station location and bus terminal; construction methods; consultation; impacts, mitigation and monitoring measures; and future commitments.

During this TPAP consultation period the City of Toronto remained committed to engaging the public in a way that is transparent, collaborative, inclusive and authentic, and used a number of consultation tools to make it easy for the public to get involved and provide feedback, including:

1. Newspaper advertising and notices about the start of the TPAP and the public meeting;
2. The Project website to announce the start of the TPAP and the public meeting, providing information about the Draft EPR Executive Summary and the public meeting materials, and gathering comments and feedback;
3. A public meeting at Scarborough Civic Centre to present information about the Draft EPR Executive Summary, answer questions, discuss concerns and gather comments; and,
4. A meeting with residents directly impacted by the SSE traction power substation (TPSS) 2 (Bellechasse Street and McCowan Road).

The purpose of the TPAP consultation period was to answer questions, address concerns and gather final comments before the SSE Study Team finalizes the EPR. The following consultation report provides a summary of the feedback gathered from the public during this period and details about the consultation tools.

SCARBOROUGH SUBWAY EXTENSION

Public Consultation Tools and Activities

As part of the public consultation plan for the SSE TPAP, a number of activities were carried out to notify and promote the Project, provide up-to-date information, seek input on the current stage of the study and answer public questions and address concerns.

2.1 Public Notification

2.1.1 Notice of Commencement

A Notice of Commencement was prepared and distributed to announce the start of the TPAP for the SSE. The notice also included notification for the May 10, 2017 public meeting and was advertised in advance in the following locations:

- TTC website;
- City of Toronto Project website (www.scarboroughsubwayextension.ca);
- Newspapers:
  - Scarborough Mirror (April 27 and May 4, 2017);
  - Senthamarai (April 28, 2017);
  - Ming Pao (April 28, 2017);
  - Sing Tao (April 28, 2017);
- Project email list, including 1,037 subscribers (April 27, 2017); and,
- Direct mail to 4,095 property owners within 60 metres of the Project (April 26, 2017).

The Notice of Commencement is included in **Appendix A-1**.

2.1.2 Notice of Completion and Environmental Project Report

Following the completion of the TPAP consultation period, a Notice of Completion was issued and the EPR made available for a 30-day review period. Further details on the review period and approval of the Project are provided in the Notice of Completion (**Appendix A-2**).

2.1.3 Project Website

The Project website – www.scarboroughsubwayextension.ca – continued to be used during this stage of the Project to provide information about the TPAP and opportunities to get involved. Information found on the website included:

- The history of and rationale for the SSE (including background reports);
- A "Fast Facts" and the Frequently Asked Questions (FAQs);
- The detailed study process;
- Project materials from each stage of the study, including the following preliminary planning Public Consultation Reports:
  - Phase 1 Public Consultation Report;
  - Phase 2 Public Consultation Report;

- Phase 3 Public Consultation Report (February/ March 2016);
- Phase 3 Public Consultation Report (June 2016);

- Project notifications, including the Notice of Commencement;
- A "What is the TPAP" section including a process map;
- Invitations for public involvement in the public meeting;
- A summary of the TPAP public meeting and associated materials;
- Option to subscribe to the Project contact list; and,
- Contact information – including phone number, email address and online comment form.

2.2 Public Consultation Tools and Activities

The following opportunities for public consultation were offered to provide Project information, engage with the public, seek feedback and answer questions.

2.2.1 Public Meeting

During the TPAP consultation period, a public meeting was held on Wednesday, May 10, 2017, from 6:30 p.m. to 8:30 p.m. at the Scarborough Civic Centre,150 Borough Drive.

The public meeting was held at the same time as a public meeting on the Scarborough Centre Transportation Master Plan. The purpose of the public meeting was to provide an opportunity for members of the public to review the details of the Draft EPR, Executive Summary, including the preferred alignment, station location and bus terminal; construction methods; consultation process; impacts, mitigation and monitoring measures; and future commitments.

Upon arriving at the public meeting, attendees were greeted and encouraged to sign-in at the registration table. A comment form was provided for attendees to submit their comments at the conclusion of the event (provided in **Appendix B**).

Information about the TPAP was presented at the public meeting using two methods:

1. **Presentation and Question & Answer Session** – Shortly after the start of the meeting, a presentation was provided by the Study Team. The presentation provided an overview of Project elements. Following the presentation, a Question and Answer (Q&A) session took place. Attendees were encouraged to continue to ask questions of the Study Team at the various information boards.
2. **Information Boards –** Project information was displayed around the room using a number of information boards. Each board contained information about a particular aspect of this stage of the study and staff were available to explain Project details, answer questions and address concerns.

Comments and questions from the public were recorded during the Q&A session and the attendees were given the opportunity of provide further feedback via comment forms submitted to the Study Team.

The SSE presentation, display boards and comment form presented at the public meetings are provided in **Appendix B**. A summary of the public meeting can be found at the following link: http://www.scarboroughsubwayextension.ca/project-materials.html

SCARBOROUGH SUBWAY EXTENSION

2.2.2 Email and Phone Comments

During the TPAP consultation period, emails were received through the Project email address (scarboroughsubwayextension@toronto.ca) and by Study Team members; phone calls were received through the Project phone number (416-338-3095). These emails and phone calls included general comments and concerns regarding the subway extension, the Project schedule, subway alignment, TPAP, parking, traffic and transit impacts and safety and accessibility. Comments received by email are provided in **Appendix D**.

Note: for the purposes of finalizing the EPR, comments received after July 26, 2017 were reviewed but are not reflected in this Report.

2.2.3 Residents Meeting

A meeting was held on June 25, 2017 with invited members of the public living on Bellechasse Street and McCowan Road, in the immediate vicinity of the planned location of TPSS 2, which will require acquisition of the residential properties at 1 and 3 Bellechasse Street. The purpose of the meeting was to explain the relocation of TPSS 2 which was initially planned to be located in the HONI corridor. There were 19 attendees including the owners of 1 and 3 Bellechasse (the properties to be acquired and who had been met with previously). The meeting was chaired by Councillor De Baeremaeker and included presentations from TTC and IBI Group, the architecture company designing the EEBs and TPSSs.

Two key issues raised were:

1. Questions as to why the TPSS could not be placed in the hydro corridor immediately to the south of Bellechasse Street which was seen, by the public, to be an appropriate location for such a facility; and,
2. Safety concerns related to pedestrians and automobiles during construction of the TPSS.

The Study Team advised as to the results of discussions with HONI, including that the areas in the hydro corridor that are now vacant, must be preserved for future expansion; they also assured the community that the facility would be constructed in a manner that would, in no way, compromise safety for pedestrians and traffic in the vicinity.

Councillor de Baeremaeker advised that he plans to have a further discussion with HONI representatives on this issue. These discussions are currently ongoing and were not resolved prior to the release of this EPR. With respect to the results of previous discussions with HONI on this matter, the Study Team's intent is to continue with the plan of placing the TPSS on 1 and 3 Bellechasse Street as presented in this EPR.

All materials from the meeting with property owners are included as **Appendix C**.

Feedback

3.1 Overview of Feedback Analysis

A number of comments and questions were received during the TPAP consultation period, demonstrating continued community and stakeholder interest in the SSE. The comments and questions were generally related to the following themes:

- Project schedule;
- Technology alternatives to a subway;
- SSE alignment and station locations;
- The TPAP;
- Parking;
- Safety and accessibility;
- Traffic and transit impacts; and,
- Cost.

These themes are based on comments received from the comment forms, during the public meeting, and via the Project email address and telephone.

Within each main theme listed in the subsections below, a table is included to present the summary of comments related to the corresponding theme along with a response from the Study Team. For all email correspondence received, see **Appendix D**.

3.1.1 Project Schedule

Questions and comments regarding the Project schedule included the approval of the SSE and the anticipated dates / timelines for construction, including suggestions for expediting the construction schedule. **Table 1** below presents the summary of comments pertaining to the Project schedule.

Table 1. Project Schedule – Comments and Responses

Comment	Study Team Response
Approval of Extension to Scarborough Centre	On March 28, 2017, City Council (EX23.1) approved the extension of Line 2 from Kennedy Station express to Scarborough Centre along the preferred McCowan Corridor, including the station location and bus terminal concept.
Construction Dates	The anticipated start for construction is 2020 and the subway is expected to be operational by Q2 2026.
Expedite Construction Schedule using Multiple Twin Tunnel Boring Machines, Drilling Concurrently from the North and South	Twin tunnelling would not expedite construction of the SSE, and would result in greater property and surface impacts due to more cut-and-cover sections (i.e., crossover tracks). The critical path of the Project is the construction of the station in Scarborough Centre, as it is a very large and complex station. The tunnel construction will start at the beginning of the process; however, tunnelling will be finished before the station construction is complete. The proposed Scarborough Centre Station will be deeper than any other existing TTC station (and recent experience shows they take four to five years to complete), so this station, complete with systems, will take longer (approximately six years).

SCARBOROUGH SUBWAY EXTENSION

3.1.2 Technology Alternatives to a Subway

Some comments and questions received during the TPAP consultation period offered recommendations or expressed preferences for technology alternatives to a subway. **Table 2** below presents a summary of comments pertaining to these alternatives and the Study Team response.

Table 2. Technology Alternatives to the Scarborough Subway Extension – Comments and Responses

Comment	Study Team Response
Rehabilitation of the Scarborough Rapid Transit (SRT) as an alternative to the SSE	The SRT, which currently operates between Kennedy Station and McCowan Station, is nearing the end of its design life. City Council has approved the replacement of the SRT with the SSE – which will see Line 2 extend from Kennedy Station express to Scarborough Centre along the McCowan Corridor. Replacing the SRT vehicles is not an option. The SRT vehicles are no longer produced by the same company. Prior to Transit City, the TTC considered replacing the existing SRT vehicles (Mark I cars) with the newer version train car (Mark II), however this would require structural work to the tracks and guideways to accommodate the bigger vehicles.
Light Rail Transit (LRT) from Sheppard Station is the best route due to number of stations	Comments noted.
Extend subway from Don Mills to Scarborough Centre or build LRT from Kennedy Station to Don Mills through Scarborough Centre	City Council has directed staff to evaluate a subway option that would extend Line 2 from Kennedy Station, express to Scarborough Centre. The options recommended fall outside the scope of this study.

3.1.3 Scarborough Subway Extension Alignment and Station Locations

The majority of comments and concerns raised during the TPAP consultation period were in regards to various aspects of the SSE alignment and station locations. Many members of the public put forth their suggestions to change the proposed alignment of the Project. A few individuals requested clarification on the subway alignment and station replacement / removal. Some suggestions included a different route for the subway and modifying the LRT route in lieu of a subway extension. Other concerns related to the SSE alignment and station locations included concerns for local residents and modifying construction processes / techniques to allow for a different alignment.

Table 3 below presents a summary of comments pertaining to the SSE alignment and station locations.

Table 3. Scarborough Subway Extension Alignment and Station Locations – Comments and Responses

Comment	Study Team Response
Status of the current McCowan RT Station and infrastructure once SSE is built	While the subway is under construction, the SRT will be kept in service until the subway is operational – which is slated for Q2 2026. Once the SSE is operational, the SRT will be decommissioned – including all guideways, stations and bus terminals.

Comment	Study Team Response
Follow current route of SRT above ground	The SRT corridor was considered during the planning phase of the study and evaluated as part of the initial business case that was received by City Council in July 2016. It was determined that the SRT corridor option would require the shutdown of the SRT line for the entire duration of construction. One of the key project objectives of the SSE is to ensure the SRT remains operational during the construction of the subway.
Rationale for the one-stop subway extension	In the Initial Business Case for the SSE, we compared the benefits and costs of the McCowan Express concept against the 3-stop McCowan concept. Through the business case, it was determined the Express concept has greater value for money than the 3-stop option. In July 2016, City Council adopted EX16.1, Developing Toronto's Transit Network Plan to 2031, which included direction to remove the 3-stop SSE from further consideration, and to develop the express option as part of an optimized transit network for Scarborough.
Consider a 2-stop subway	A comparison of a 2-stop subway has not been completed. It is important to remember that the SSE is part of a network. The purpose of the SSE itself is to provide a rapid transit connection to the Scarborough Centre to replace the SRT. Other transit and mobility priorities are served by other projects including SmartTrack and the Eglinton East LRT. It is not merely 1-stop; it is part of a larger network.
Recommendation for a second station at McCowan and Lawrence	In March 2017, City Council voted against a motion to include the design work of roughing-in a station at Lawrence Avenue East. Once the SRT is decommissioned, an important component of the Scarborough Transit Network Plan is to include a Lawrence SmartTrack station to serve the Lawrence Avenue East corridor.
Recommendation for a station at Lawrence near hospital instead of Scarborough Centre	Scarborough Centre is a large and important area of downtown Scarborough and a subway station was first recommended in 1968. The business case analysis indicated that the construction of a station at Lawrence would be very expensive due to the topography. This is one reason why the express subway to Scarborough Centre was preferred over the 3-stop concept.
Rationale for removing the Bellamy alignment	Originally, the Bellamy corridor, with an additional station at the Eglinton GO Station was considered, however the Bellamy corridor was not considered any further once the 3-stop subway concept was eliminated and the express subway concept was advanced.
Reason for stations in Scarborough being more spread out than other areas in City	Response from the Councillor: The addition of more stops would require more money, which is not financially feasible at this time.

3.1.4 Transit Project Assessment Process

There were multiple comments and questions submitted regarding the TPAP. Some were general and included questions relating to submitting feedback and comments, timelines and contact information and others were more specific and included requests for specific maps, objectives and references related to the Draft EPR Executive Summary. Generally, people wanted to know more details about the TPAP schedule and how to easily access the information.

SCARBOROUGH SUBWAY EXTENSION

Table 4 below presents a summary of comments pertaining to the TPAP.

Table 4. Transit Project Assessment Process – Comments and Responses

Comment	Study Team Response
Process for submitting feedback during TPAP consultation period	There were a few ways to submit feedback during TPAP consultation, including: • Website: www.scarboroughsubwayextension.ca • Email: scarboroughsubwayextension@toronto.ca • Telephone: 416-338-3095
Clarification on the TPAP and deadline for submitting comments	The TPAP commenced on April 27, 2017. The EPR must be finalized within 120 days of issuing the Notice of Commencement (in the case of the SSE, the EPR must be completed by late August). During this time, the Study Team consulted with the public, stakeholders and government agencies. Once the EPR has been finalized, the City will issue the Notice of Completion of the EPR. At that time, the EPR will be made available for a 30 day review period. During the 30-day public review period, interested persons are encouraged to review the EPR and submit feedback to the City. The City will work with the MOECC to address all comments received during that 30-day review period. If a resolution cannot be agreed upon, a formal objection must be submitted to the Minister and copied to the City.
Request for more details regarding the Project Objectives (Section E.3.1 of the Draft Executive Summary of the EPR)	The Project objectives are defined in the Scarborough Subway Extension Terms of Reference and have guided the Project since its beginning in January 2015. A draft Terms of Reference was developed and shared with the public during our Phase 1 consultations in early 2015. The Terms of Reference were then finalized based on comments received. The report on the results of this consultation is found online and will be linked to the final EPR. The Phase 1 consultation report is available online.
Request for the completed EPR	It is anticipated the EPR will be completed and made available for public review no later than August 24, 2017. A Notice of Completion will be issued and the EPR will be made available electronically on the Project website, and hard copies will also be made available at convenient locations within the Study Area, and other locations as detailed in the Notice. All interested parties will have 30 days to review the Report. During the 30-day public review period, interested persons are encouraged to review the EPR and submit feedback to the City. The City will work with the MOECC to address all comments received during that 30-day review period. If a resolution cannot be agreed upon, a formal objection must be submitted to the Minister and copied to the City.

3.1.5 *Parking*

Concerns were expressed regarding parking capacity and fees, commuter parking availability and accessibility to parking areas. **Table 5** below provides a summary of comments pertaining to parking.

Table 5. Parking – Comments and Responses

Comment	Study Team Response
Impacts to current parking lot at the Scarborough Town Centre during and after construction	During construction of the subway, the parking lot beneath the SRT structure (just west of McCowan) will be used as a construction work site. Once the subway project is complete, those lands must be restored to the pre-construction conditions. Please note however, the existing parking lot lands belong to Oxford Properties, and they may wish to develop on-top the parking lot in the future.
Need for sufficient and accessible commuter parking at the Scarborough Centre Station	Parking is outside the scope of the Project. Toronto Parking Authority has advised that it is typically very difficult to achieve a positive return on investment in commuter parking facilities. However, given the planned density for Scarborough Centre, there may be an opportunity to provide commuter parking facilities integrated with transit-oriented development and/or in partnership with private landowners near the future station.

3.1.6 *Safety and Accessibility*

Some questions and concerns were expressed regarding the overall safety and accessibility of the station. This included emergency plans for the 6.2 kilometre stretch of subway tunnel and requested a more in-depth investigation into emergency situations – particularly regarding climate change and extreme weather conditions and the need for a climate change and safety / emergency response checklist.

Regarding accessibility, the main concern was regarding the vertical access (i.e., elevators) within the new Scarborough Centre Station. A member of the public suggested that single shaft elevator be used to allow access to all levels of the station. Other questions raised included the accessibility for residents walking from south of Ellesmere and the existing SRT entrance from Brian Harrison Way.

Table 6 below provides a summary of comments pertaining to safety and accessibility.

Table 6. Safety and Accessibility – Comments and Responses

Comment	Study Team Response
Emergency plans for the SSE and request for investigation into extreme weather adaptations due to climate change	In accordance with National Fire Protection Agency 130 (NFPA) and TTC Standards (DM-0102-03/4.2.1), emergency egress from the tunnel shall be provided throughout the underground system so that the distance to an exit shall not be greater than 381 metres. Therefore, the maximum distance from emergency exit to emergency exit or emergency exit to station shall be 762 metres. The SSE has eight proposed emergency exit buildings. In regards to adaptation, the EPR will include a section on adaptation for the surface structures (Scarborough Centre Station and Bus Terminal, Emergency Exit Buildings, Ventilation Shafts, and Traction Power Substations).

SCARBOROUGH SUBWAY EXTENSION

Comment	Study Team Response
Plans for the existing Brian Harrison Way entrance? What is the new closest southwesterly access to the station for residents walking? **How will residents access the station if taking the bus from Ellesmere**	The Brian Harrison Way entrance is currently connected to the existing Scarborough Centre RT station. This connection will remain while the SSE is under construction. However, once the SSE is fully operational, the SRT (which includes the station, bus terminal, and guideway) will all be decommissioned. The SRT bus terminal area today is planned to be repurposed into a bus layover area. Therefore, the closest southwesterly entrance to the station can be accessed from the existing bridge that spans Triton Road and connects to the south entrance of the mall. This bridge will be reconstructed to include a vertical access from the bridge-level to the Triton-level bus platform. For those travelling by bus along the Ellesmere corridor, please note TTC plans to reroute the 93 Ellesmere East, 95 York Mills, and 295 Ellesmere Rocket (west and eastbound) buses into the future Scarborough Centre Station bus terminal.
Improvement of vertical access in the new station for wheelchair and stroller users with the use of a single shaft elevator	Customer access and convenience is a very important station design criteria. As such, the station will be designed to be compliant with the *Accessibility for Ontarians with Disabilities Act (AODA*) and there will be elevators and escalators put in place to improve vertical access.

3.1.7 *Traffic and Transit Impacts*

Concerns regarding the impacts to traffic and transit were identified as important factors by members of the public. Comments received expressed concern about the increase in traffic during construction and operation of the Project, particularly during peak times, and the corresponding impacts on bus schedules and patrons of Scarborough Centre. In addition, questions were raised about transit options and changing routes due to the removal of the SRT and the implementation of the SSE. Finally, some questions and concerns were also raised regarding the purpose and function of the Traffic Impact Study (TIS).

Table7 below provides a summary of comments pertaining to traffic and transit impacts.

Table 7. Traffic and Transit Impacts – Comments and Responses

Comment	Study Team Response
Purpose and details of the TIS	The TIS is a future commitment of this Project, and a key submission requirement during the formal Site Plan Application review process for the Scarborough Centre Station. The TIS will evaluate temporary impacts that may occur during construction activities – these would include potential lane closures, bus rerouting, and accounting for truck trips.
Traffic congestion in Scarborough Centre and bus scheduling during peak hours	McCowan is a heavily used arterial roadway, and provides key access for Scarborough Centre shoppers. The Scarborough Centre Transportation Master Plan (SCTMP) will identify how best to address traffic congestion and what future street network will work best. The TMP is contemplating a number of road links that will be introduced in the Centre to improve connections, enhance active transportation, and reduce congestion.

Comment	Study Team Response
	A key benefit of the bus terminal concept is that the majority of buses will continue to have access via Triton Road which is a bus-only roadway from McCowan to just east of Brimley. This is an advantage in that it significantly reduces the interaction with traffic on mall roadways. In addition, as traffic congestion grows in the area in the future, TTC continually evaluates the schedules in relation to actual travel time and implements schedule adjustments and/or congestion management techniques, in their attempt to provide customers with the service that it advertises.
Construction of Triton Bus Terminal causing RT and bus service delays	There are currently 15 bus routes serving Scarborough Centre and the existing bus terminal (14 plus Wheel Trans). With the new Bus Terminal, the routes will be adjusted. As there will not be a rapid transit connection at Ellesmere, the buses will go to Scarborough Centre and some express services will be added. In total, there will be 19 bus lines serving Scarborough Centre when the new subway opens.
Transit options with the removal of the SRT stations (Lawrence East, Midland and Ellesmere Station)	To address the loss of stations along the SRT corridor, TTC will re-route buses to facilitate transfers which were previously served by RT Stations to either Kennedy or Scarborough Centre Stations, or the future Lawrence SmartTrack Station. The Lawrence SmartTrack Station will be constructed in the same location as the Lawrence RT Station once the RT is decommissioned following the opening of the SSE. The 54 Lawrence E bus will still serve this location and provide an important transfer opportunity. All other stations (i.e., Ellesmere) which currently have bus service will see those services rerouted to either Kennedy or the new Scarborough Centre Station for a transfer opportunity.
Connecting the 190 Express to the Scarborough Centre	TTC has developed a conceptual bus network to support the Scarborough Subway Extension. This network will be refined closer to the opening of the subway in 2026 and will take into consideration changes to traffic conditions and travel patterns. The 190 Scarborough Centre Rocket, would remain on Sheppard Avenue with access to/from Scarborough Centre Station via McCowan Road. This is consistent with providing a strong grid network of express services in Scarborough and providing a new express service east of Midland Avenue while strengthening both Sheppard Avenue East and McCowan Road as major transit corridors. The connection between Don Mills Station and Scarborough Centre Station will be maintained by this change. This approach is reflected in the TTC's Express Bus Study, which was before the TTC Board at its meeting on June 15, 2017. The TTC will review the conceptual network in several years, prior to the opening of the subway, with opportunity for public feedback at that time.

SCARBOROUGH SUBWAY EXTENSION

3.1.8 Cost

Some questions and concerns were expressed regarding the cost of the SSE – particularly with regards to stations – and opportunities to save costs in all aspects of the Project.

Table 8 below provides a summary of comments pertaining to cost.

Table 8. Cost – Comments and Responses

Comment	Study Team Response
Save cost by following London's Cross Rail Project	Comment noted.
Cost per station	We do not have the details of the cost per station. Any station construction costs would also include tunnelling between stations.
Cost of building a station at Lawrence Avenue	The express subway cost is about $3.2 billion and the 3-stop subway would be about $4.6 billion. An exact cost for the station at Lawrence Avenue alone is unavailable; however, $1.4 billion more would be required to implement the 3-stop subway.
Cost of station box and rough-in (i.e., bring in the various lines (Plumbing pipes, duct work, electrical conduit) to the space, but not make the final connections) at Lawrence Avenue	There are no funding provisions for a rough-in at Lawrence Avenue. If a station was to be approved in the future once the line is operational, the line would have to be shut down for several years while it was built. The rough-in cost of a station is approximately 60% of the cost of building the station all at once.
Cost estimate for Triton Bus Terminal	The updated cost estimate of the Triton Bus Terminal concept will be presented to City Council as part of the next report submission in 2018.
Higher cost of using a public private partnership (P3) approach to construction rather than TTC completing the work	Construction work has always been done by private contractors, but the contracting strategy varies. In this case the intent is to combine all infrastructure and systems into one contract rather than split into multiple contracts like the Toronto York Spadina Subway Extension. This way, all control is within the contractor's hands to create smoother management of construction processes without handover issues.
Complete cost analysis comparing LRT and subway was never conducted	The comparison of options referred to subway options only, which is consistent with the direction provided by City Council. Regarding the comparison of subway options, when staff reported that the express subway and Eglinton East LRT could be completed for approximately the same cost as the 3-stop subway, it was accurate. Council directed City staff to complete a business case of the entire Scarborough Transit network, which we anticipate completed in early 2018.

3.1.9 Other Comments

A number of comments were received regarding other aspects of the SSE as well as other transit projects. **Table 9** below provides a summary of other comments.

Table 9. Other Comments – Comments and Responses

Comment	Study Team Response
Noise and vibration impacts on people and animals along McCowan Road	Noise and vibration levels during operations are all predicted to be below the thresholds for sensitive receptors such as single family dwellings. The Noise and Vibration reports will be posted online. Regarding tunnelling during construction, we have done several projects within the City without noise and vibration complaints; however, for the Eglinton Crosstown Project, there were some complaints. During the construction of the SSE Project, people should expect to experience some noise and vibration two weeks before and two weeks after the tunnel boring machine passes through the area.
Ridership estimate	The ridership estimate / station usage statistic is 7,400 riders in the peak direction during the peak hour in 2031. These estimates are based on a number of assumptions such as employment and population growth. One of the key objectives for building the subway extension is to encourage growth and development in Scarborough Centre.
What do you do with the tunnel boring machine (TBM) once a project is completed?	Under the procurement strategy for this Project, it is intended that the TBM be part of the whole contract which means the contractor will either own a TBM or purchase one. What the contractor chooses to do with the TBM after the construction of the SSE is their decision.
Excited for Project and design	Comment noted.
Subway extension design not a good use of resources and ridership will not be high enough	Comments noted.
Plans for SmartTrack	Station designs for SmartTrack are underway with public consultation planned in the coming months. As for the Lawrence SmartTrack station, we will ensure there is an excellent connection with bus services. The City is working closely with Metrolinx and has committed to covering costs of additional stations, which gives the City a greater role in planning the station design. The timelines for SmartTrack are approximately the same as the SSE and we could have a station by 2025. Fare integration improvement is an issue we are working through with Metrolinx to improve the relationship between TTC and GO fares. We will be reporting back to Council in the fall of 2017 and spring of 2018 regarding fare integration and SmartTrack station designs progress.

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Appendix A-1

Notice of Commencement

- Notice
- Scarborough Mirror Tearsheet
- Senthamarai Tearsheet
- Ming Pao Tearsheet
- Sing Tao Tearsheet

LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

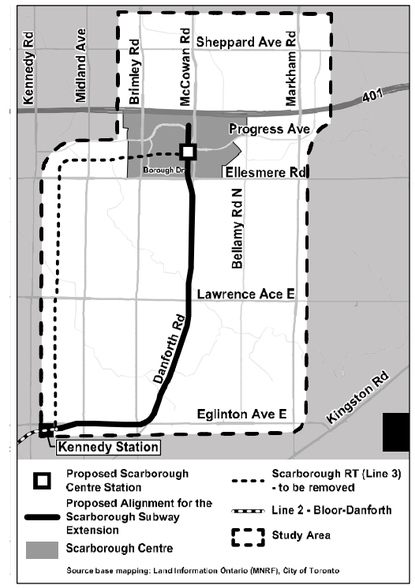
NOTICE OF COMMENCEMENT

Transit Project Assessment Process and Public Meeting

The Project

The City of Toronto, together with the Toronto Transit Commission (TTC), is planning an extension to the Bloor-Danforth Subway (Line 2), from Kennedy Station express to Scarborough Centre. The proposed Scarborough Subway Extension will replace the existing Scarborough RT (Line 3), representing one important component of the approved Scarborough Transit Network Plan.

The preferred station will be located on the west side of McCowan Road, between Triton Road and Progress Avenue, beneath a future extension of Borough Drive. The Project will include a bus terminal to serve local and regional routes serving the Centre.



Consultation

Members of the public, agencies and other interested persons are encouraged to participate actively in the Transit Project Assessment Process (TPAP) by attending consultation opportunities or by contacting staff directly with information, comments or questions.

We invite you to attend a public meeting to learn more about the Scarborough Subway Extension:

Date: May 10, 2017
Time: 6:30pm – 8:30pm
(Presentation at 7:00pm)
Location: Scarborough Civic Centre
150 Borough Drive,
Toronto, ON, M1P 4N7

Meetings are barrier free. Contact us if you require other accessibility accommodations.

The Process

The environmental impact of this transit project is being assessed according to the TPAP as prescribed in Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings. As part of the TPAP, an Environmental Project Report (EPR) is being prepared which documents the planning process involved and the details of the Scarborough Subway Extension, including existing and future environmental conditions, the preferred alignment, station location and bus terminal, construction methods, and impacts, mitigation and monitoring measures.

For more information, meeting materials and to submit online comments, please visit ***www.scarboroughsubwayextension.ca***

Nish Bala
Senior Public Consultation Co-ordinator
City of Toronto
100 Queen Street West
Toronto, ON M5H 2N2
Tel: 416-338-3095
Email: *scarboroughsubwayextension@toronto.ca*

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment and Climate Change for the purpose of transparency and consultation. The information is collected under the authority of the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public [redacted]
Environment and Climate Change's Freedom of Information and Privacy Coordinator at 416-327-1434.

[redacted]

TORONTO

TORONTO

James Perttula, Director
Transit and Transportation Planning

Jennifer Keesmaat MES, MCIP, RPP
Chief Planner and
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April 27, 2017

RE: Transit Project Assessment Process and Public Meeting Scarborough Subway Extension

The City of Toronto, together with the Toronto Transit Commission (TTC), is planning an extension to the Bloor-Danforth Subway (Line 2), from Kennedy Station express to Scarborough Centre. The proposed Scarborough Subway Extension will replace the existing Scarborough RT (Line 3), representing one important component of the approved Scarborough Transit Network Plan.

Study Update
City Council has confirmed support for an express subway to Scarborough Centre along the McCowan Corridor, with the station located on the west side of McCowan Road, between Triton Road and Progress Avenue beneath a future extension of Borough Drive. The project will include a bus terminal to serve local and regional routes.

This project is the subject of a Transit Project Assessment Process (TPAP) to satisfy the requirements of the *Environmental Assessment Act*. As part of the TPAP, an Environmental Project Report (EPR) is being prepared which documents the planning process involved and the details of the Scarborough Subway Extension, including existing and future environmental conditions, the preferred alignment, station location and bus terminal, construction methods, and impacts, mitigation and monitoring measures.

Please find the Notice of Commencement attached.

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Regards,

Mike Logan
Program Manager
Transportation Planning
City of Toronto

LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

NOTICE OF COMMENCEMENT
Transit Project Assessment Process and Public Meeting

TORONTO

The Project

The City of Toronto, together with the Toronto Transit Commission (TTC), is planning an extension to the Bloor-Danforth Subway (Line 2), from Kennedy Station express to Scarborough Centre. The proposed Scarborough Subway Extension will replace the existing Scarborough RT (Line 3), representing one important component of the approved Scarborough Transit Network Plan.

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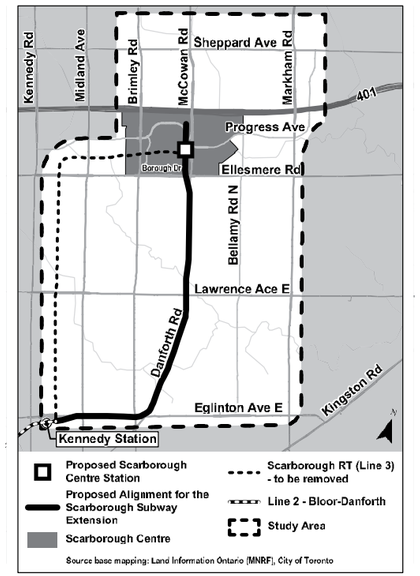

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This notice was first issued on April 27, 2017

LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

NOTICE OF COMMENCEMENT

Transit Project Assessment Process and Public Meeting

TORONTO

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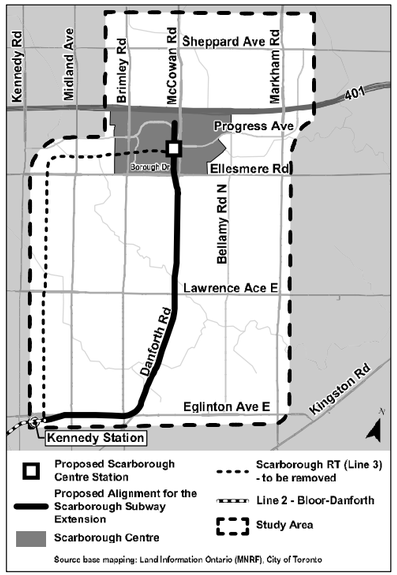
Location: Scarborough Civic Centre 150 Borough Drive, Toronto, ON, M1P 4N7

The Process

The environmental impact of this transit project is being assessed according to the TPAP as prescribed in Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings. As part of the TPAP, an Environmental Project Report (EPR) is being prepared which documents the planning process involved and the details of the Scarborough Subway Extension, including existing and future environmental conditions, the preferred alignment, station location and bus terminal, construction methods, and impacts, mitigation and monitoring measures.

For more information, meeting materials and to submit online comments, please visit ***www.scarboroughsubwayextension.ca***

Meetings are barrier free. Contact us if you require other accessibility accommodations.



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All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment and Climate Change for the purpose of transparency and consultation. The information is collected under the authority of the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Project Officer or the Ministry of the Environment and Climate Change's Freedom of Information and Privacy Coordinator at 416-327-1434.

This notice was first issued on April 27, 2017

insidetoronto.com

கீளினொச்சியில் சிறுமிகள் மூவர் பாலியல் துஸ்பிரயோகம்!

கிளிநொச்சி பகுதியில் வீட்டில் தனது வீட்டில் வைத்து சிறுமிகள் மூவரை துஸ்பிரயோகம் செய்த குற்றச்சாட்டில் நபரை பொலிசார் கைது செய்து நீதிமன்றில் ஆஜர்படுத்திய நிலையில் விளக்கமறியல் நீடிக்கப்பட்டுள்ளது.

இவரை தொடர்ந்தும் சிறையில் வைத்து குற்றப் புலனாய்வுப் பிரிவினர் விசாரிப்பதற்கு நீதிமன்று அனுமதி வழங்கியதுடன், எதிரானம் ஐந்தாம் திகதி வரை விளக்கமறியல் நீடிக்கப்பட்டுள்ளது.

பளைப்பகுதியில் உள்ள தனது வீட்டில் வைத்து இந்த மாதம் 3ஆம் திகதி சிறுமிகளான மூவரை பாலியல் துஸ்பிரயோகம் செய்த குற்றச் சாட்டில் சந்தேகநபர் ஒருவர் கைது செய்யப்பட்டிருந்தார்.

அதனைத் தொடர்ந்து பதிவாளர், பொலிஸார், சிறுவர் நன்னடத்தை அதிகாரிகள் கொண்ட குழுவினர் மன்றின் பணிப்பின் பெயரில் பளைப்பகுதியில் உள்ள குறித்த வீட்டினை நேரடியாக சென்று பார்வையிட்டதுடன் சில சான்றுப் பொருட்களையும் மீட்டுள்ளனர்.

தொடர்ந்து குறித்த வழக்கு கடந்த 21ஆம் திகதி கிளிநொச்சி நீதவான் நீதிமன்றில் எடுத்துக்கொள்ளப்பட்டபோது, சம்பவத்தை குற்றப்புலனாய்வுப் பிரிவினர் விசாரிப்பதற்கு பொலிஸாரால் விண்ணப்பம் செய்யப்பட்டது.

இந்த விண்ணப்பத்தை 24ஆம் திகதி நீதிமன்றம் அனுமதித்ததைத் தொடர்ந்து குற்றப் புலனாய்வுப் பிரிவினர் குறித்த வழக்கை கையில் எடுத்தனர்.

இவ்வாறிருக்க, கடந்த 24ஆம் திகதியில் இருந்து குற்றப்புலனாய்வுப் பிரிவினரால் விசாரணைகள் முன்னெடுக்கப்பட்டு வந்த நிலையில் இன்று குறித்த வழக்கு கிளிநொச்சி நீதவான் நீதிமன்றில் விசாரணைக்காக எடுக்கப்பட்டது.

இதன்போதே சந்தேகநபரை தொடர்ந்தும் சிறையில் வைத்து விசாரிப்பதற்கும், ஐந்தாம் திகதி வரை விளக்கமறியலும் நீடிக்கப்பட்டுள்ளது.

மேலும், பளைப்பகுதில் உள்ள சந்தேகநபரின் வீட்டில் பொருத்தப்பட்டு இருந்த கண்காணிப்பு கருவிகள் இன்று பொலிஸாரால் மன்றில் சமர்ப்பிக்கப் பட்டுள்ளமையும் குறிப்பிடத்தக்கது.

ஸ்கார்பரோ துணைவழி விரிவாக்கம்

LINE 2 SUBWAY SCARBOROUGH

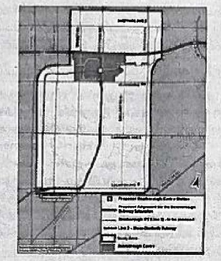
தொடக்கம் பற்றிய அறிவித்தல்

போக்குவரத்துச் செயற்றிட்டக் கணிப்பீட்டுச் செயலாக்கமும் பொதுக் கூட்டமும்
ஸ்கார்பரோ துணைவழி விரிவாக்கம்

TORONTO

செயற்றிட்டம்

ரொறன்ரோ நகரசபை ரொறன்ரோ போக்குவரத்து ஆணைக்குழுவுடன் (TTC) சேர்ந்து கென்னடி நிலையம் வின்ரர்ஹேர்ஸ்ட் ஸ்கார்பரோ நிலையம் வரை புதிய ரபிட்டாபோர்ட் துணைவழிக்கு (2ஆம் வழி) ஒரு விரிவாக்கத்தைத் திட்டமிடுகிறது. முன்மொழிப்படும் ஸ்கார்பரோ துணைவழி விரிவாக்கம் ஏற்கனவே இருக்கும் ஸ்கார்பரோ RT (3ஆம் வழி) இற்கு மாறாக அங்கீகரிக்கப்பட்ட ஸ்கார்பரோ போக்குவரத்து வலையமைப்புத் திட்டத்தின் ஒரு முக்கிய கூறாகும்.



விரும்பப்படும் நிலையம் மெக்கொவன் வீதியின் மேற்குப் பகுதியில், திறைட்டன் வீதிக்கும் புறோகிறஸ் ஒழுங்கைக்கும் இடையில், புறோ டிறைவின் ஒரு எதிர்கால விரிவாக்கத்தின் கீழ் முற்றில் அமைக்கப்படும். சேமற்றிய நிலையத்துக்குச் சேவையாற்றும் உள்ளூர், பிராந்திய பேரூந்து வழிகளுக்குச் சேவையாற்றுவதற்கான ஒரு பேரூந்துத் தரிப்பிடத்தை உள்ளடக்கும்.

ஆலோசனை

பொதுமக்கள், முகவராண்மைகள், ஏனைய ஆர்வமுள்ள ஆட்கள் இத்திட்ட ஆலோசனை வாய்ப்புக்களுக்குச் சமூகமளிப்பதன் மூலம் அல்லது தகவல்கள், கருத்துரைகள் அல்லது கேள்விகள் மூலம் நேரடியாக பணிக்குழுவைத் தொடர்பு கொள்வதன் மூலம் போக்குவரத்துச் செயற்றிட்டக் கணிப்பீட்டுச் செயலாக்கத்தில் (TPAP) ஆக்கமாகக் கலந்து கொள்ளுமாறு தூண்டப்படுகின்றனர்.

ஸ்கார்பரோ துணைவழி விரிவாக்கச் செயற்றிட்டக் கணிப்பீட்டைப் பற்றி மேலும் அறிந்து கொள்ள ஒரு பொதுக் கூட்டத்துக்குச் சமூகமளிக்குமாறு நாம் உங்களை அழைக்கிறோம்.

திகதி: 2017 மே 10
நேரம்: மாலை 6:30 – மாலை 8:30 (விளக்கம் மாலை 7:00 இற்கு)
இருப்பிடம்: ஸ்கார்பரோ குடியியல் நிலையம் (மாநகர மன்ற அறை), 150 பரோ டிறைவ், ரொறன்ரோ, ON, M1P 4N7

செயலாக்கம்

இத்திட்டச் செயற்றிட்டத்தின் தொல் தாக்கம் ஒன்ராரியோ ஒழுங்குறுத்தல் 231/08, போக்குவரத்துச் செயற்றிட்டங்களும் மெற்றொலின்க்ஸ் மேற்கொள்ளலும் என்பதின் பரந்துரைக்கப்பட்டுள்ளவாறு TPAP இன்படி கணிப்பீட்டுக்குட்படுத்தப்படுகின்றது. TPAP இன் ஒரு பகுதியாக, வகையில் ஒரு தொல் செயற்றிட்ட அறிக்கை (EPR) தயாரிக்கப்படுகிறது. அது உள்ளடங்கும் இட்டிடம் செயலாக்கத்தையும் தற்போதையும் எதிர்காலத்திலுமான சூழல் நிலைமைகள், விருப்புக்குரிய சீரமைவு, நிலைய அமைவிடமும் பேருந்துத் தரிப்பிடமும், கட்டுமான முறைகள், தாக்க, மட்டுப்படுத்தும்.

கண்காணிக்கும் நடவடிக்கைகள் என்பன உட்பட ஸ்கார்பரோ துணைவழி விரிவாக்க விபரங்களையும் ஆவணப்படுத்துகிறது.

மேலதிகத் தகவல்கள், கூட்டப் பொருட்கள் என்பவற்றுக்காகவும் கருத்துரைகளை இணையவழியில் சமர்ப்பிக்கவும் www.scarboroughsubwayextension.ca இற்குச் செல்லுங்கள்.

கூட்டங்கள் தடங்கலற்றவை உங்களுக்கு ஏனைய அனுகல் இடவசதிகள் தேவைப்படின் எம்மைத் தொடர்பு கொள்ளுங்கள்.

நிஷ் பாலா
சீரேட் பகிரங்க ஆலோசனை ஒருங்கிணைப்பாளர்
ரொறன்ரோ நகரசபை
100 இராணி வீதி மேற்கு
ரொறன்ரோ, ON M5H 2N2
தொலைபேசி: 416-338-3095
மின்னஞ்சல்: scarboroughsubwayextension@toronto.ca

இவ்வறிவித்தல் 2017 ஏப்பிரல் 27 அன்று முதலில் வெளியிடப்பட்டது

காணாமல் ஆக்கப்பட்ட 115 பேரின் விபரங்கள் உறவினர்களால் சமர்ப்பிப்பு!

காணாமல் ஆக்கப்பட்ட 115பேரின் விபரங்கள் வடமாகாண சுகாதாரஅமைச்சரிடம் காணாமல் ஆக்கப்பட்டோரின் உறவினர்களினால் நேற்று மதியம் கையளிக்கப்பட்டது தாமிக்கத்தில் கையளிக்கப்பட்டும் கடத்தப்பட்டும் காணாமல் ஆக்கப்பட்டோரின் உறவினர்களால் மேற்கொள்ளப்பட்டு வரும் தமது முறையான உணவு தவிர்ப்பு போராட்ட தளத்திற்கு அண்மையில் மத்திய சுகாதார அமைச்சர் ராஜித சேனாரத்ன வடமாகாண சுகாதார அமைச்சரின் அழைப்பின் பேரில் வருகை தந்திருந்தார்.

இதன்போது காணாமல் ஆக்கப்பட்டோரின் உறவினர்களுடன் கலந்துரையாடிய அவர் வவுனியா மாவட்டத்தில் காணாமல் ஆக்கப்பட்டோரின் விபரங்களை தமக்கு வடமாகாண சுகாதார அமைச்சரின் ஊடாக வழங்குமாறும் தன்னாலான உதவிகளை செய்வதாகவும் தெரிவித்திருந்தார். இந்நிலையில் ஒருவாரத்தில் இவ்விபரங்களை கையளிப்பதாக காணாமல் ஆக்கப்பட்டோரின் உறவினர்களால் தெரிவித்திருந்த நிலையில் இருவாரங்கள் கழித்து இன்று வடமாகாண சுகாதார அமைச்சர் சத்தியலிங்கத்திடம் 115பேரின் விபரங்களை கையளித்திருந்தனர். இதனையடுத்து கருத்து தெரிவித்த வடக்குசுகாதார அமைச்சர், இவ்விபரங்களை எதிரவரும்27ஆம்திகதிமத்தியகுகாதார அமைசரிடம் தான்கையளிக்கவுள்ளதாக தெரிவித்தார்.

மயக்க மருந்து விசிறி வன்புணர முயற்சி

ஊரதாவற்றை பகுதியில் வீட்டில் தனித்திருந்த வெளிநாடு மயக்க மருந்து விசிறி, வன்புணர்வுக்கு உட்படுத்த முயன்ற நபர், எதிரவரும் 5 ஆம் திகதி வரையில் விளக்கமறியலில்வைக்குமாறுஊரதாவற்றை நீதவான் உத்தரவிட்டுள்ளார் ஊரதாவற்றை பகுதியில் உள்ள வீட்டினுள்ளே வைத்திருக்கும்போது (23) அதிகாலை 12.30 மணியளவில் புகுந்த சந்தேக நபர், அங்கு தனித்து இருந்த 18வயதுடைய யுவதி தூங்கும்போது இருந்துகொண்டு, அவரது வாயை கைகளினால் பொத்தி அவர் மீதுமயக்கமருந்தை விசிறியுள்ளார். எனினும், சுதாகரித்துக்கொண்ட யுவதிகூக்குரல் இட்டுள்ளார். இதனையடுத்து, அங்கு திரண்ட அயலவர்கள், சந்தேகநபரை மடக்கிபிடித்து அங்குள்ள மின்கம்பத்தில் கட்டிவைத்து ஊரதாவற்றை பொலிஸாரிடம் ஒப்படைத்தனர்.பொலிஸார் மேற்கொண்ட விசாரணையின் போது,

குறித்த சந்தேக நபர் (35 வயது) பொலிஸ் கடமையில் இருந்து நீக்கப்பட்டவர் எனவும், மட்டக்களப்பு, களுவாஞ்சிகுடி பகுதியை சேர்ந்த குறித்த நபர், தற்போது ஊரதாவற்றை பகுதியில்தங்கிஇருந்து கட்டிட நிர்மாணபணியில்ஈடுபட்டுவருபவர் எனவும் தெரியவந்துள்ளது .சந்தேகநபரை ஊரதாவற்றை நீதவான் முன்னிலையில் முற்படுத்திய வேளை, சந்தேக நபரை எதிரவரும் 5 ஆம் திகதி வரையில் விளக்கமறியலில் வைக்குமாறு நீதவான் உத்தரவிட்டுள்ளார்.

படையினர் கட்டுப்பாட்டிலுள்ள காணிகள் விடுவிக்கப்படகூடாது! கிளிநொச்சியில் போராட்டம்

வடக்கில் படையினர் கட்டுப்பாட்டில் இருக்கும் காணிகளை விடுவிக்க வேண்டாம் என வலியுறுத்தி கிளிநொச்சியில் பாரியபோராட்டம் ஒன்று முன்னெடுக்கப்பட்டுள்ளது.இந்த போராட்டத்தில் முன்னாள் போராளிகளும் அவர்களின் குடும்பத்தினரும் இணைந்து மேற்கொண்டுள்ளதாக தெரிவிக்கப்படுகின்றது.வடக்கில் படையினரின் கட்டுப்பாட்டில் உள்ள காணிகளை விடுவிப்பது தொடர்பில் பாதுகாப்பு அமைச்சில் இன்று இரண்டாம் கட்ட பேச்சுவார்த்தை இடம்பெறவுள்ளதாக அறிவிக்கப்பட்டுள்ளது.காணிவிடுவிப்பு தொடர்பில் கடந்த வரம் பாதுகாப்பு அமைச்சில் இடம்பெற்ற முதற்கட்ட பேச்சுவார்த்தையின் போது யாழ்ப்பாணம், கிளிநொச்சி மற்றும் முல்லைதீவு உள்ளிட்ட பகுதிகளில் காணிகள் விடுவிக்கப்பட வேண்டும் என வலியுறுத்தப்பட்டது. படையினரின் கட்டுப்பாட்டில் இருக்கும் பண்ணைகாணிகளைவிடுவிக்கவேண்டுமாஎனவும்.படையினரால் நடத்தப்படும் முன்பள்ளிகளை வடக்கு மாகாணசபையின் கட்டுப்பாட்டில் எடுத்துக்கொள்வதற்கும் ஆர்ப்பாட்டத்தில்ஈடுபட்டவர்கள் எதிர்ப்பு வெளியிட்டனர் இதேவேளை, பண்ணைக்காணிகள் விடுவிக்கப்பட்டால் தமக்கான வேலைவாய்ப்பு இல்லாமல் போய்விடும் என போராட்டத்தில் ஈடுபட்டுள்ளவர்கள் குறிப்பிட்டுள்ளனர்

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SCARBOROUGH SUBWAY EXTENSION

專案開展通知

交通專案評估程式及公眾會議

士嘉堡地鐵延長線（Scarborough Subway Extension）

項目簡介

多倫多市府和多倫多公車局（TTC）正在規劃從Kennedy地鐵站直達士嘉堡中心（Scarborough Centre）的Bloor-Danforth地鐵線（2號線）延伸專案。提議的士嘉堡地鐵延長線將替代現有的士嘉堡輕鐵（Scarborough RT）（3號線），成為已批准的士嘉堡交通網絡計畫（Scarborough Transit Network Plan）的重要組成部分。

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諮詢

我們鼓勵公眾、機構及其他有利害關係的人士，通過參加諮詢會議或者直接與市政人員聯絡（索取資訊、發表意見或提出問題）的方式，積極參與本次交通專案評估程式（TPAP）。

我們邀請您參加下列公眾會議，以便瞭解更多有關士嘉堡地鐵延長線專案評估的資訊：

日期： 2017年5月10日
時間： 下午6:30 – 晚上8:30
地點： 士嘉堡市政中心
（Scarborough Civic Centre）
(晚上7:00開始演講)
150 Borough Drive,
Toronto, ON, M1P 4N7

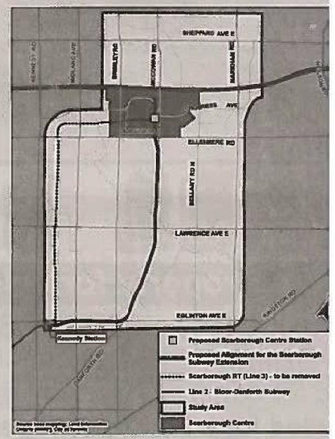
程式

我們依照安大略省條例231/08（交通項目及Metrlinx企業）中規定的交通專案評估程式（TPAP），正在對本專案對環境影響進行評估。作為TPAP的一部分，需要完成環境專案報告（EPR），記錄有關規劃程式及士嘉堡地鐵延長線的詳細資訊，包括現有和將來的環境條件，線路最佳佈局、車站位置及巴士總站、建造方式，以及各種影響、減輕不利影響的手段及各種監控措施。

如果需要更多資訊、會議材料以及提交線上建議，請訪問 ***www.scarboroughsubwayextension.ca***

會議地點有無障礙設施。如果您有其它特殊無障礙要求，請與我們聯絡。

Nish Bala
公眾諮詢資深協調員
（Senior Public Consultation Co-ordinator）
City of Toronto
100 Queen Street West
Toronto, ON M5H 2N2
電話: 416-338-3095
電子郵件: *scarboroughsubwayextension@toronto.ca*



為了達到透明和諮詢的目的，環境和氣候變化顧會將收集、保[illegible]接觸所提交意見中的所有個人資訊，如姓名、地址、電話號碼[illegible]意位置。這些資訊是依照《環境評估法》的授權來收集，或是[illegible]《資訊自由與隱私保護法》第37條之規定，建立公眾能查閱到[illegible]記錄之目的而收集或保留。您所提交意見中的個人資訊將會成[illegible]眾能查閱到的公共記錄其中的一部分，除非閣下要求把個人資[illegible]密。有關詳情，請聯絡項目官員或環境和氣候變化顧的資訊自[illegible]隱私協調員，電話為416-327-1434。

本通知於2017年4月27日首次發佈

TORONTO

APR 2 8 2017

加強出口應對美國 經濟改革方案欠奉

華商指收買人心 對中小企無幫助

華富府花見夏日民投放資源，可能趨在總督跳跳廠。 星報資料照片

預算案6160萬經費 陳國治指較去年增1倍

國際貿易廳長陳國治昨日在會議預算案公布後接受本報記者訪問時表示，今年的新預算案中有6,160萬元經費，較去年幾乎增加一倍，他稱如安省在未來5年額增加5,000萬元經費推動外貿，直對美國和最緊的不穩定因素，安省更需要積極出口多元化。

去年經濟增長超預期

資源和教育是省府財政最重要的兩大支點，陳國治說，省府過去多年來在經濟方面的努力，令財政日漸平衡，去年的預算案團期間民生產總值增長2.3%，實際上增到2.7%，令整個經濟增長上升21%，是一個非常重大的收穫，省府才有能力增加警費和教育開大公共服務的資支，特別關係是針對省值目前最急切的需要，教育就是為安省的未來發展。

陳國治表示，自從2008年經濟衰退，省府的財政出現赤字以來，安省過去10年的財政狀況，都比原來的預算案為佳，因此今年、明年和後年都有信心達到平衡預算，不會受外匯環境的影響。

或能與中國加快談判

他指出外貿非常重要，站安省最民生是總值三分之一，換起國際貿易往往不能再快少額增長，因此明智國際貿易部門全作和分享資源，他說最期與多夥伴，安省將作好準備，未來5年額提升約5,000萬元額款，多找新客源，準備會更好。

美國治稱，自由貿易協議一般需要經過多年談判才能達成，中國與韓國的貿易協約也花了8年時間，如安大與新型也談判了近10年，所以如非大與中國協同在今年達成協議的機會相當少，不過從界為勢必要的原因，令加中兩國在談判方面加快和加深也不出奇。 本報記者

會計師：美經濟改革方案傷害安省出口業

特朗普提會計師職業改(見圖)出任，令收客用是10年以來首次讓政平衡預算，似其收入來源主要是取源土地轉讓稅及證券交易印花稅。

他指出現時安省債台高築，單是每月支付利息10億元，佔年省收入的9%，不過，國民生產總值急增由39.6%，將會下調至37.5%，這屬是好消息，另方，省府設置更多資源在發展日托課程，可能是互現特殊收入就業市場，而且協助學生獲得工作經驗，有助經濟發展。

事實使然，目前本國處於負面衝擊的境況，美國增減特朗普近期與由的延與改革方案，不僅會影響加國，對安省的出口及經濟增長亦帶來傷害。加國本原在公司稅率比美國低，但過去5年的企業投資不斷衰減，很加特朗普成功減低個人及企業稅，將會吸引私人企業投資轉移美國，對本國就不利。

他指今次預算案對中小企業沒有明顯實惠，未有協助拓展新市場，他期為本省約有10%中小企業進行出口業務，其餘與國際脫生意，一旦美國有任何貿易壁壘或衰退，必然影響本省的經濟增長，他建議省府在未來的財政年度能與與國際接，當中在食物及國物方面加強發展貿易，開拓也行成增加收入。除此方面，現府未能在預算案與上述行理人分析，當具備有效控制財政，減少不必要的開支，本報記者

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Toronto, ON, M1P 4N7

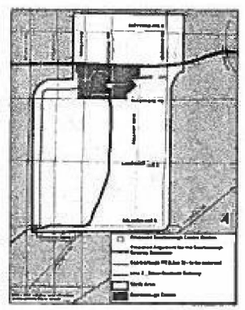
程式

我們依照安大略省條例231/08（交通項目及Metrlinx企業）中規定的交通專案評估程式（TPAP），正在對本專案對環境影響進行評估。作為TPAP的一部分，需要完成環境專案報告（EPR），記錄有關規劃程式及士嘉堡地鐵延長線的詳細資訊，包括現有和將來的環境條件，線路最佳佈局、車站位置及巴士總站、建造方式，以及各種影響、減輕不利影響的手段及各種監控措施。

如果需要更多資訊、會議材料以及提交線上建議，請訪問 *www.scarboroughsubwayextension.ca*

會議地點有無障礙設施。如果您有其它特殊無障礙要求，請與我們聯絡。

Nish Bala
公眾諮詢資深協調員
（Senior Public Consultation Co-ordinator）
City of Toronto
100 Queen Street West
Toronto, ON M5H 2N2
電話: 416-338-3095
電子郵件: *scarboroughsubwayextension@toronto.ca*



為了達到透明和諮詢的目的，環境和氣候變化顧會將收集、保[illegible]接觸所提交意見中的所有個人資訊，如姓名、地址、電話號碼[illegible]意位置。這些資訊是依照《環境評估法》的授權來收集，或是[illegible]《資訊自由與隱私保護法》第37條之規定，建立公眾能查閱到[illegible]記錄之目的而收集或保留。您所提交意見中的個人資訊將會成[illegible]眾能查閱到的公共記錄其中的一部分，除非閣下要求把個人資[illegible]密。有關詳情，請聯絡項目官員或環境和氣候變化顧的資訊自[illegible]隱私協調員，電話為416-327-1434。

本通知於2017年4月27日首次發佈

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Appendix A-2

Notice of Completion

LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

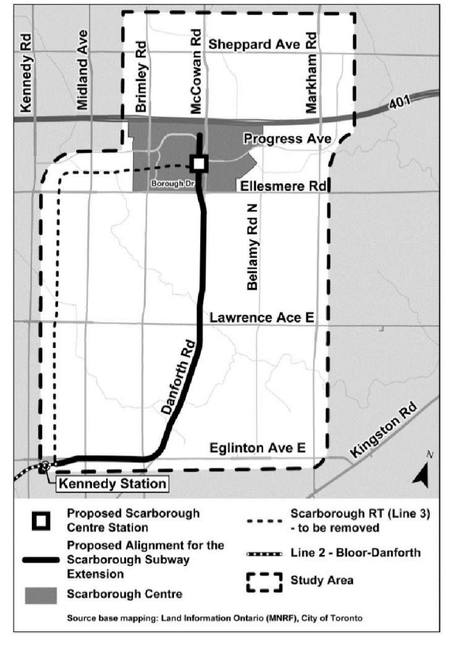
Notice of Completion

Transit Project Assessment Process
Scarborough Subway Extension – Environmental Project Report

The Project

The City of Toronto, together with the Toronto Transit Commission (TTC) have completed an Environmental Project Report (EPR) for the planned extension of the Bloor-Danforth Subway (Line 2), express from Kennedy Station to Scarborough Centre. The proposed Scarborough Subway Extension will replace the existing Scarborough Rapid Transit (Line 3), and is an important component of the Scarborough Transit Network Plan.

The proposed station will be located on the west side of McCowan Road, between Triton Road and Progress Avenue, beneath a future extension of Borough Drive. The Project will include a bus terminal for local and regional routes serving the Centre.



The Process

The Scarborough Subway Extension EPR was completed in accordance with Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings. Its environmental impact was assessed in accordance with the Transit Project Assessment Process.

The EPR for the Scarborough Subway Extension transit project is now available review starting on August 24, 2017 and ending on September 25, 2017. The EPR is on the project's website at www.scarboroughsubwayextension.ca and at the locations listed below.

The Minister of the Environment and Climate Change has authority to require further consideration of the transit project or to impose conditions on it if the Minister is of the opinion that:

- The transit project may have a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest; or,
- The transit project may have a negative impact on a constitutionally protected Aboriginal or treaty right.

Before exercising the authority referred to above, the Minister is required to consider any written objections to the transit project received within 30 days after the Notice of Completion is first published.

Interested persons are encouraged to review the EPR and provide comments by September 25, 2017. If you have discussed your issues with the proponent and you object to the identified changes to the project, you may submit an objection to this transit project to the Minister of the Environment and Climate Change no later than September 25, 2017 to the address provided below. Any comments received after the September 25, 2017 comment deadline will not be considered. All submissions must clearly indicate that an objection is being submitted and describe any negative impacts to matters of Provincial importance: impacts to the natural environment, cultural environment or Aboriginal rights.

Environmental Approvals Branch
Ministry of the Environment and Climate Change
135 St. Clair Avenue West, 7th Floor
Toronto, ON M4V 1P5
Attention: Yves Dagssie, Special Project Officer
Tel: 416-314-7222
Fax: 416-314-8452
E-mail: Yves.Dagssie@ontario.ca

A copy of your objection should also be copied to the City of Toronto Project Manager:

Mike Logan, Acting Program Manager
Transit Implementation Unit
100 Queen Street West, 21st Floor, East Tower
Tel: 416-338-5568
Fax: 416-392-1591
E-mail: Mike.Logan@toronto.ca

LINE 2 SUBWAY
SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

Locations of hard copies for 30-day Review Period

City Hall Library
100 Queen Street West, 1st Floor
Tel: 416-393-7650
Monday to Friday, 10:00 am to 6:00 pm

Scarborough Civic Centre – City Clerks Office
150 Borough Drive, 3rd Floor
Tel: 416-396-7287
Monday to Friday, 8:30 am to 4:30 pm

Ministry of the Environment and Climate Change, Central Region
5775 Yonge Street, 8th Floor
North York, ON M2M 4J1
Tel: 416-326-6700
Monday to Friday, 8:30 am to 5:00 pm

Environmental Approvals Branch
Ministry of the Environment and Climate Change, 135 St. Clair Avenue West, 1st Floor
Toronto, ON M4V 1P5
Tel: 416-314-8001 or 1-800-461-6290
Monday to Friday, 8:30 am to 5:00 pm

Toronto Public Library – Scarborough Civic Centre
156 Borough Dr, Scarborough, ON M1P 4N7
Tel: 416-396-3599
Monday to Thursday, 9:00 am to 8:30 pm, Friday 9:00 am to 5:00 pm, Saturday 9:00 am to 5:00 pm

Toronto Public Library – Kennedy/Eglinton
2380 Eglinton Avenue East, Scarborough, ON M1K 2P3
Tel: 416-396-8924
Tuesday & Thursday 12:30 pm to 8:30 pm, Wednesday & Friday 10:00 am to 6:00 pm, Saturday, 9:00 am to 5:00 pm

Toronto Public Library – Bendale
1515 Danforth Rd, Scarborough, ON M1J 1H5
Tel: 416-396-8910
Tuesday & Thursday 12:30 pm to 8:30 pm, Wednesday & Friday 10:00 am to 6:00 pm, Saturday, 9:00 am to 5:00 pm

Toronto Public Library – Cedarbrae
545 Markham Rd, Scarborough, ON M1H 2A1
Tel: 416-396-8850
Monday to Friday, 9:00 am to 8:30 pm, Saturday 9:00 am to 5:00 pm, Sunday 1:30 pm to 5:00 pm

If you would like to obtain more information, please contact:

Nish Bala
Senior Public Consultation Co-ordinator
City of Toronto
100 Queen Street West
Toronto, ON M5H 2N2
Tel: 416-338-3095
Email: scarboroughsubwayextension@toronto.ca

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by the Ministry of the Environment and Climate Chang for the purpose of transparency and consultation. The information is collected under the authority of the *Environmental Assessment Act* or is collected and maintained for the purpose of creating a record that is available to the general public as described in s.37 of the *Freedom of Information and Protection of Privacy Act*. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact the Project Officer or the Ministry of the Environment and Climate Change's Freedom of Information and Privacy Coordinator at 416-327-1434.

This notice was first issued on August 24, 2017

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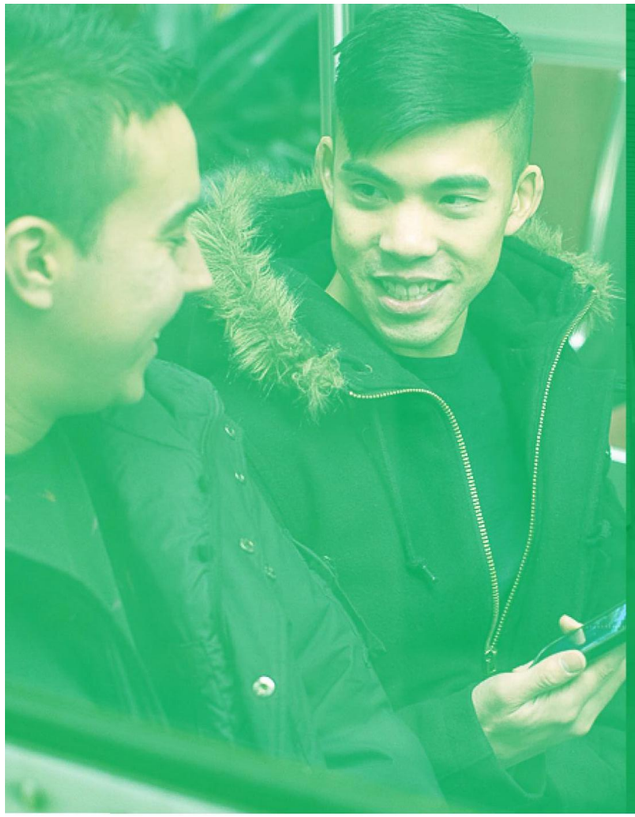
Appendix B

Public Meeting Materials

- Presentation
- Display Boards
- Comment Forms

Presentation



Scarborough Subway Extension

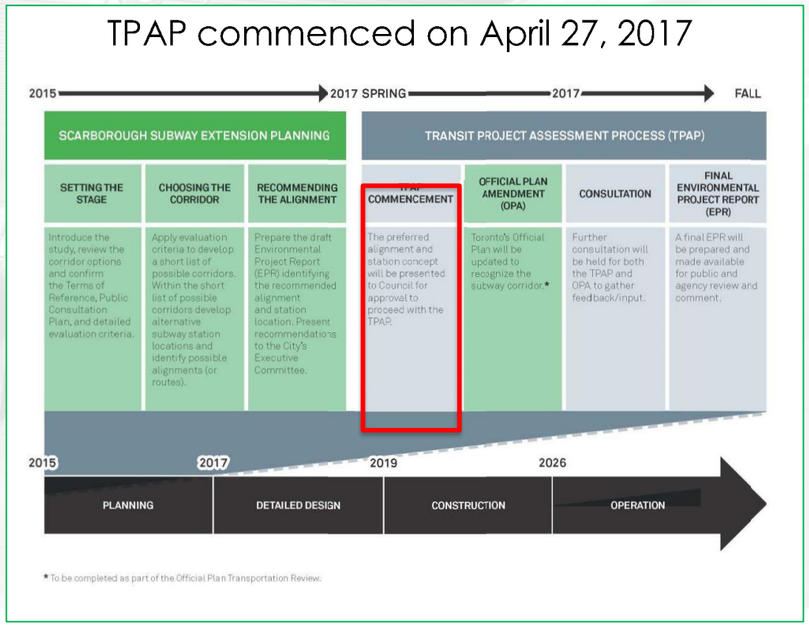
TPAP Public Meeting
May 10, 2017

LINE 2 SUBWAY SCARBOROUGH

TORONTO

Preliminary Planning

TPAP commenced on April 27, 2017



* To be completed as part of the Official Plan Transportation Review.

LINE 2 SUBWAY SCARBOROUGH

TORONTO

City Council Direction

- The Scarborough Subway Extension (SSE) project and budget were approved by City Council in 2013, prior to an alignment or station concept being developed.

- In 2016, Council approved an express subway option to Scarborough Centre as part of a Scarborough transit network plan that also includes SmartTrack and a Light Rail Transit (LRT) on Eglinton Avenue East. Council directed staff to continue to develop an express subway option.

- In 2017, Council approved the extension of Line 2 (Bloor-Danforth Subway) from Kennedy Station to Scarborough Centre via the McCowan alignment, including the station concept, tunnel at-grade facilities, and Triton bus terminal concept. Council also authorized the initiation of the Transit Project Assessment Process (TPAP) for the SSE project.

Transit Planning in Scarborough

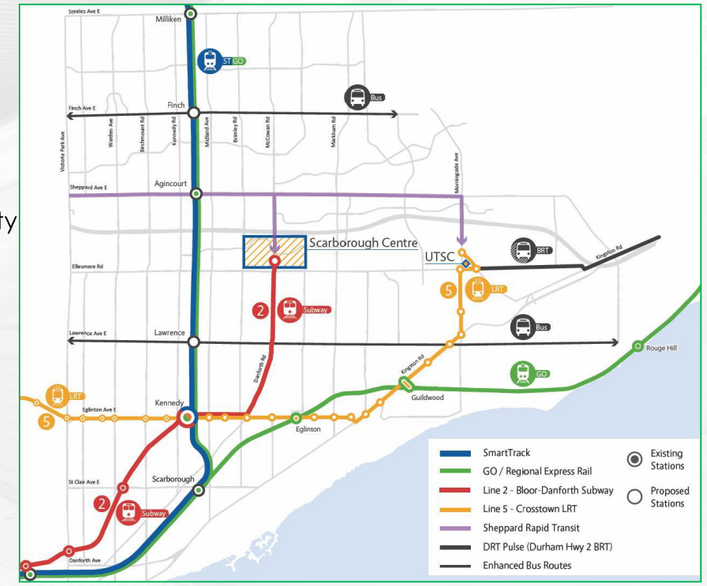
Transit planning priorities for Scarborough support the development of:

1. Scarborough Centre as a vibrant urban node
2. Complete communities along the Avenues to improve local accessibility

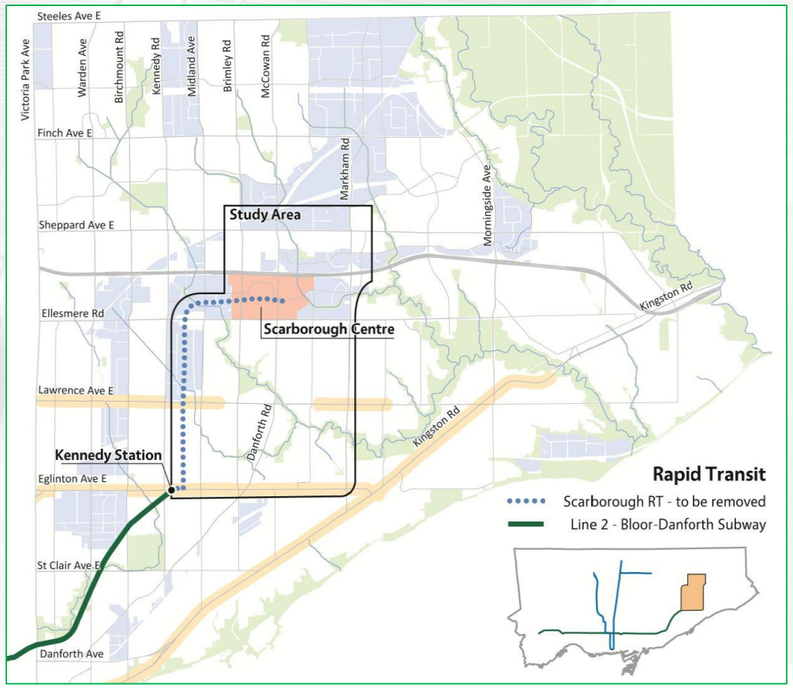
The SSE is one part of the transit network plan in Scarborough.

Other projects include:

- Extension of Line 5 – Eglinton Crosstown LRT
- SmartTrack stations at Lawrence Avenue East and Finch Avenue East
- A rapid transit solution on the Sheppard East corridor



Scarborough Subway Extension Study Area



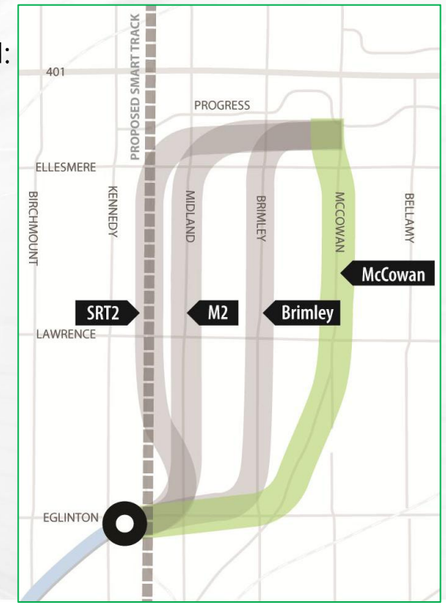
Evaluation of Express Corridors

The key criteria to evaluate and identify the preferred alignment and station location included:

- The ability to support the existing and planned development within Scarborough Centre, including provisions for future extensions
- Impacts to existing customers on Scarborough Rapid Transit (SRT) – Existing Line 3 during construction
- Property impacts
- Costs

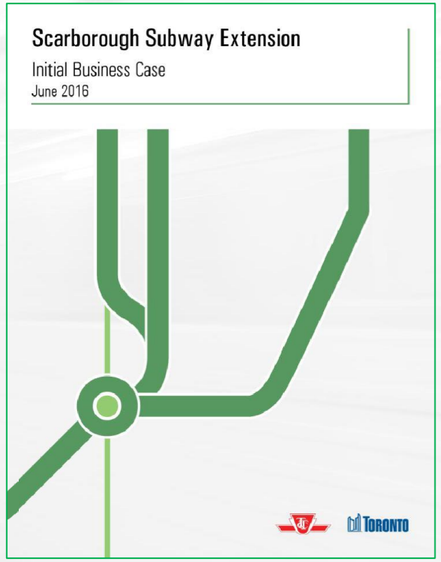
The corridors evaluated (as per City Council's direction in January 2016) included:

- SRT – Existing Line 3
- Midland
- Brimley
- McCowan

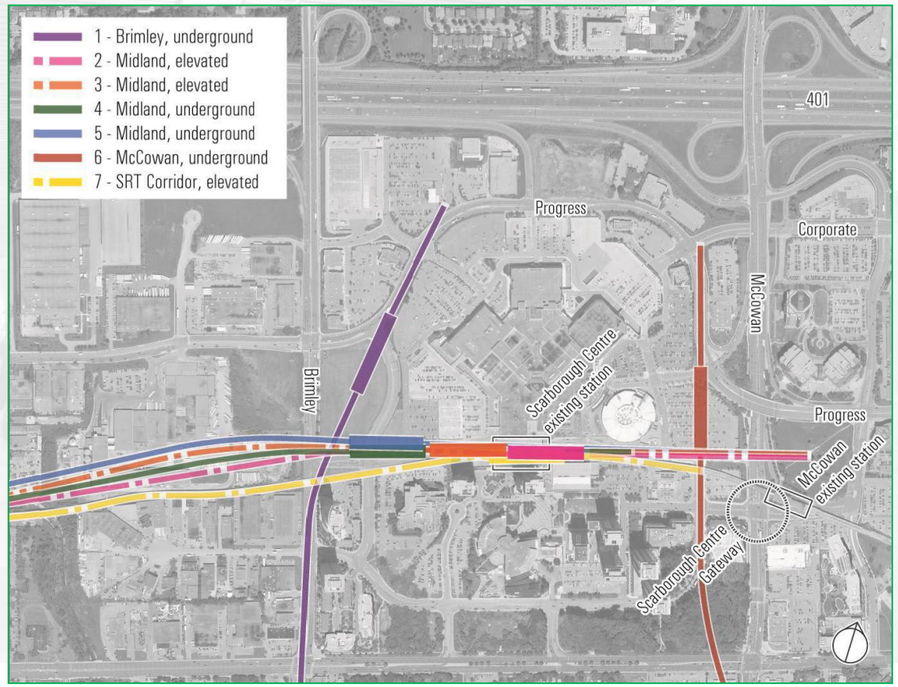


Initial Business Case (IBC)

- July 2016, Council received the SSE IBC
- Alignments were evaluated on four cases:
  - Strategic
  - Economic
  - Financial
  - Deliverability & Operations
- Council removed the 3-stop McCowan option from consideration and directed staff to further develop the McCowan express option and other possible express subway alignment options

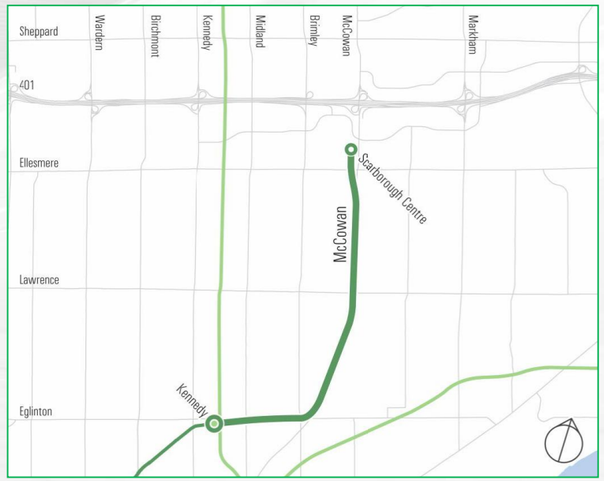


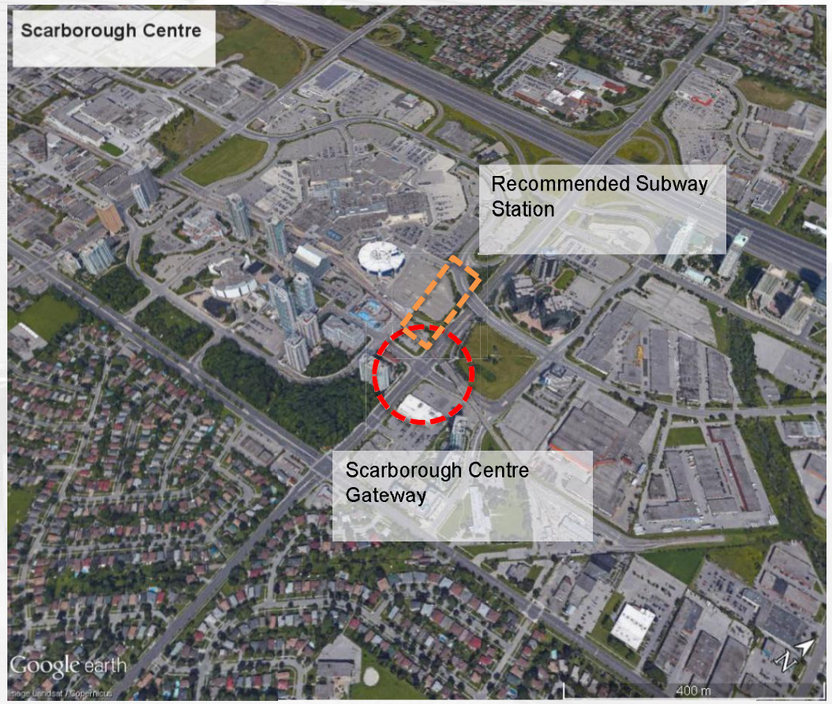
Express Alignments Evaluated



Updated Business Case

- Council received the updated Initial Business Case at its March 2017 meeting.
- The updated Business Case included an Express Brimley option.
- Staff continued to support the McCowan Express option to Scarborough Centre.





Source: Google Earth

Preferred McCowan Alignment

Both feedback from the community & the technical analyses performed identified McCowan as the preferred alignment:

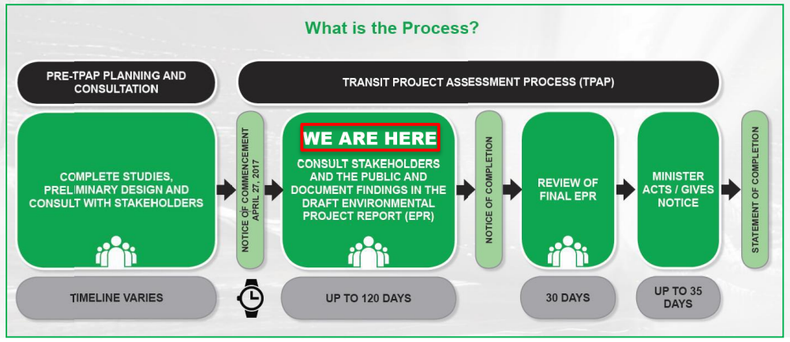
- Station would be in the most central location relative to existing and future developments
- Offers travel times as fast as any alternative
- Allows SRT to remain operational during construction

Transit Project Assessment Process

In March 2017, City Council provided approval to proceed with the TPAP.

What is the TPAP?

- A streamlined (6-month) environmental assessment process specific to transit projects in Ontario to satisfy the requirements of the *Environmental Assessment Act* (Ontario Regulation 231/08).



Overview

The 6.2 km express subway from Kennedy Station to Scarborough Centre, includes the:

- Alignment – including the location and configuration of the SSE
- Scarborough Centre Station
- Bus Terminal
- Ancillary Facilities – supporting components required for the operation of the subway
- Construction Methods

SCARBOROUGH SUBWAY EXTENSION

Scarborough Centre Station

Main components include:

- Side platforms
- Concourse
- Ventilation Shafts
- Bus Terminal
- Traction Power Substation
- 3 Station Entrances (potentially more in the future)
- Barrier Free Access
- Bicycle Facilities
- Associated Road Improvements (new Borough Drive Extension)

Example Station Entrance

Example Station Concourse

Bus Terminal

Refined bus terminal option:

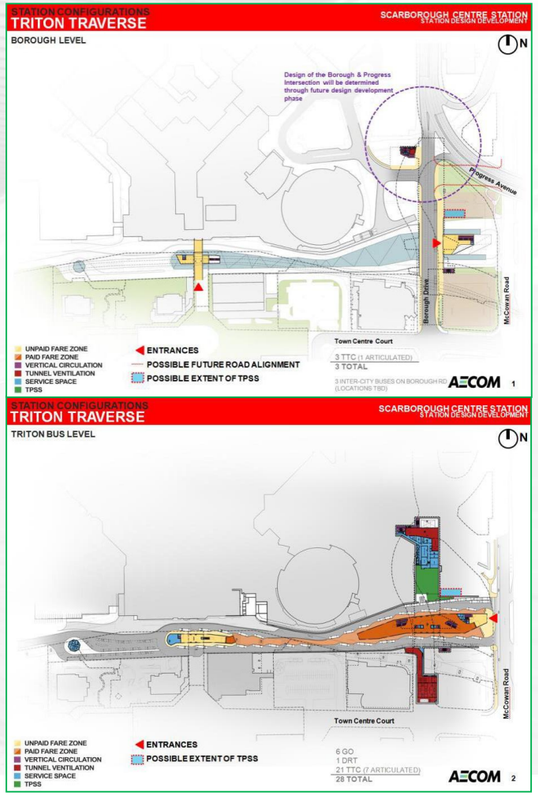
- Minimizes property impacts
- Does not preclude future roadways
- Protects key development blocks

Bus Terminal features:

- Indoor waiting areas and outdoor platform (weather protected)
- Bus bays serving local and regional routes
- Internal circulation
- Direct access to Scarborough Centre Station and Scarborough Town Centre

Construction Phasing:

- 2 phases



Ancillary Facilities

Emergency Exit Buildings (EEB)

- Provide emergency access to the surface
- 8 EEBs are required (maximum 762 m spacing)

Example Emergency Exit Building

Traction Power Substations

- Provide electrical power to the trains and other electrical equipment
- 3 substations are required, 1 at Scarborough Centre Station and 2 stand-alone structures along the alignment

Example Traction Power Substation

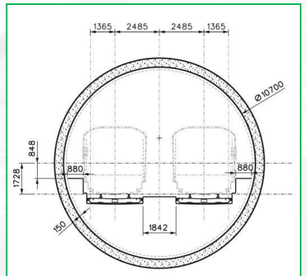
Tunnel Ventilation Structures

- Provide fans for mechanical ventilation in case of fire
- 3 ventilation structures are required (2 consolidated with EEBs)

Construction Methods

Single Large Diameter Tunnel

- Entire tunnel planned to be constructed using a single large tunnel boring machine
  - Tunnel spans approximately 6 km
- 10.7 m diameter
  - Toronto-Yonge Spadina Subway Extension tunnel constructed using twin tunnel boring machines (6 m diameter)
- Minimizes areas that must be constructed using cut-and-cover construction (i.e. Crossover tracks), reducing construction disruption at the surface



10.7 metre diameter tunnel configuration

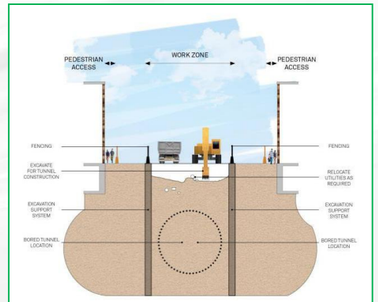
Construction Methods

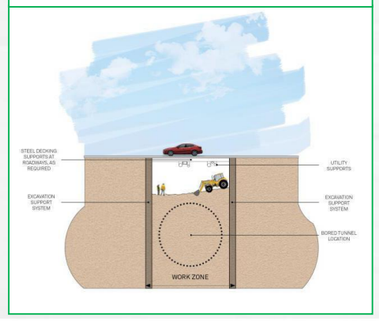
Cut-and-Cover

Cut-and-cover locations throughout the extension include:

- Scarborough Centre Station
- The shallow section immediately east of Kennedy Station
- Emergency exit buildings and ventilation structures which extend from the subway tunnel to the surface
- Traction Power Substations where the cable runs into the ground

At locations where cut-and-cover construction crosses a roadway, decking is placed on the surface to allow road traffic to cross while work is being completed below.





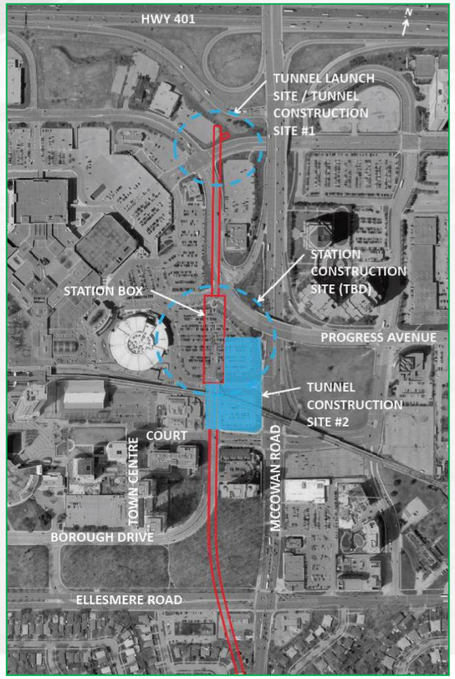
Preliminary Construction Plan

Tunnelling Sequence

- At the tunnel launch site #1 assemble and launch tunnel boring machine
- Tunnel through station box
- Establish tunnel construction site #2 south of station box
- Continue tunnelling south along alignment
- Extract tunnel boring machine at cut-and-cover section east of Kennedy Station

Typical Tunnel Work Site Activities

- Extract soil
- Inspect tunnel liners
- Store equipment & materials
- Maintain the tunnel boring machine



Project Impacts

An environmental assessment is founded on the consideration of impacts caused by the Project.

SSE impacts have been categorized as follows:

1. Displacement of Existing Features (**Permanent**)
   - *Emergency exit buildings, traction power substations*
2. Construction (**Temporary**)
   - *Dewatering, traffic diversions*
3. Operations and Maintenance (**Long-term & Ongoing**)
   - *Subway operations, bus operations, testing of emergency equipment*

Mitigation, Monitoring & Commitments

Mitigation
- Measures put in place to **minimize impacts**

Monitoring
- Ensures the mitigation **measures are effective**

Future Commitments
- **Future work** based on the identification of impacts, mitigation & monitoring, including further studies, permits & approvals
- A **complete list of commitments** can be found in the **Draft Executive Summary** (scarboroughsubwayextension.ca; reference copies available at this event)

Impacted Features

What features are likely to be impacted?

Natural Environment
Terrain & Soils; Groundwater; Drainage & Hydrology; Fish & Fish Habitat; Terrestrial Ecosystem

Emissions
Air Quality; Noise & Vibration; Electromagnetic Interference; Climate Change

Impacted Features

What features are likely to be impacted (contd.)?

Socio-Economic
Utilities; Buildings & Property; Business & Recreation; Urban Design

Cultural Environment
Archaeology; Built Heritage

Transportation
Auto Traffic & Transit; Pedestrians & Cyclists; Rail

Terrain & Soils / Groundwater

Potential Impacts:

- **Displacement** of surplus excavated material *(Permanent)*
- **Settlement** or structural stress due to tunnelling, dewatering & installation of excavation support *(Construction)*
- **Dewatering –** need for handling & discharge
- Potential impacts to **existing facilities, infrastructure and buildings** *(Construction)*

Mitigation Measures:

- **Soil & Groundwater Management Strategy**
- **Monitoring program** for groundwater management
- Tunnel will be installed using **earth pressure balancing tunnel boring machine**
- **Additional ground stabilization** such as grouting, using groundwater cut-offs and the installation of underpinning & support for infrastructure

Drainage & Hydrology

Potential Impacts:

- **Impacts to segments requiring cut-and-cover** *(Construction)*
- The proposed driveways, bus bays, access roads are subject to pollutant loadings, resulting in **poor storm run-off water quality** *(Operations and Maintenance)*

Mitigation Measures:

- **Hydraulic analysis and modelling** to further refine controls
- **Erosion and Sediment Control Plan**
- Temporary **erosion and sediment control measures** during construction, such as erosion control blankets and silt fences
- **Lot level controls**

Terrestrial Ecosystem

Potential Impacts:

- Displacement & disturbance to **vegetation communities** *(Permanent)*
- **27 bird species** recorded that are protected under the *Migratory Bird Convention Act (MBCA) (Construction):*
  - No nests of migratory birds but evidence of potential to nest within the vicinity of the SSE

Mitigation Measures:

- **Tree Preservation Plan** to determine tree protection and mitigation
- A **nesting survey** to determine active nests
- **Site specific mitigation plan**

Air Quality – Construction

Potential Impacts:

- Temporary **dust, nitrous oxides & volatile organic carbon** emissions

Mitigation Measures:

- **Best management practices** during construction, for example:
  - Material wetting or use of chemical suppressants to reduce dust
  - Wind barriers & limiting exposed areas

Noise & Vibration – Construction

Potential Impacts:

- Noise & vibration from **construction activities** including tunnelling, building demolition, excavation & truck movements

Mitigation Measures:

- **Construction Noise & Vibration Management Plan**
- Construction activities controlled by:
  - **Selection of low sound / vibration emission equipment**
  - Construction of **temporary noise barriers** (if feasible)

Buildings & Properties

Potential Impacts:

- For the Bus Terminal, Station Entrances, Traction Power Substations, EEBs & the tunnel structure *(Permanent)*:
  - Small portion of **35 private & 6 public properties**
  - **1 full private property**

Mitigation Measures:

- Majority of the subway alignment falls **within the municipal & provincial road allowances** reducing overall Project footprint
- **Single 10.7 meter diameter bored tunnel** has smaller property impact than traditional twin tunnels

Utilities – Construction

Potential Impacts:

- Impacted by **cut-and-cover**
- Potential **disruption to users / customers** of impacted utility services

Mitigation Measures:

- Careful **planning & discussions with utility companies**
- Where cut-and-cover is required (for example, station box and emergency exits):
  - **Temporary support & protection**
  - **Relocation** (large utilities that cannot be temporarily supported)

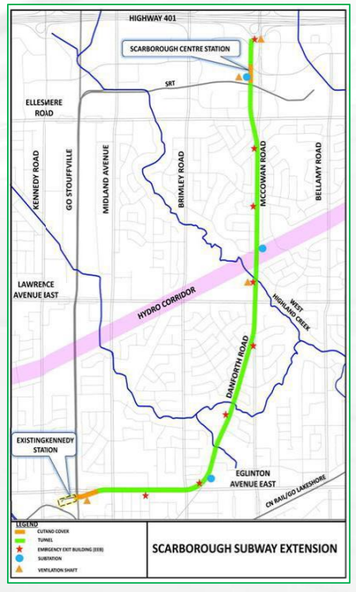
Transportation – Construction

Potential Impacts:

- Key **areas of impact** include:
  - Eglinton Avenue, Danforth Road and McCowan Road
  - Kennedy Station; EEB locations; Traction Power Substation; East-side of Scarborough Town Centre
  - Traffic delays and queues; lane restrictions; re-routing; temporary bus stops
- **Operation of SRT** during SSE construction

Mitigation Measures:

- **Traffic Impact Study**
- **Protection of SRT** during SSE construction



Commitment to Engagement

Highlights of consultation to date (preliminary planning phase)

- 21 Public Meetings
- 8 Technical Advisory Committee meetings
- 5 Stakeholder Advisory Group meetings
- 2 Government Review Team meetings
- Multiple meetings with residential & commercial property owners
- Multiple meetings with key agencies
- Online consultation, Project email address & phone number

TPAP "120-day" consultation period – May to August 2017

Consultation will continue through detailed design & construction

- Public Information Office
- Construction Liaison Committee

Next Steps

Collect feedback from this public meeting

↓

Consult government authorities/agencies on the Draft Environmental Project Report. Discuss & address questions /concerns (May - August 2017)

↓

Commence 30-day Review of the Final Environmental Project Report (August - September 2017)

↓

35 days for Minister to act & give notice (September - October 2017)

↓

Submit a "Statement of Completion" & proceed to detailed design

Your Feedback is Important

- Speak to a member of the Project Team at this meeting
- Fill out a comment form
- Review the Draft Environmental Project Report Executive Summary & other Project materials online: scarboroughsubwayextension.ca
- Email: scarboroughsubwayextension@toronto.ca
- Call us: 416-338-3095

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Display Boards

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Scarborough Subway Extension

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Scarborough Subway Extension

The City of Toronto (the City) and Toronto Transit Commission (TTC) are planning for the Scarborough Subway Extension (SSE) - an extension to the Bloor-Danforth subway (Line 2) to connect Kennedy Station express to Scarborough Centre. This subway extension will replace the existing Scarborough Rapid Transit (SRT – Line 3).

In March 2017, City Council approved the recommended McCowan alignment, Scarborough Centre Station location and Bus Terminal concept identified during the planning stages of the SSE.

This Project will follow the Transit Project Assessment Process (TPAP), which is a six-month streamlined transit Environmental Assessment (EA).

We invite you to learn about the current plans for the SSE, ask questions and provide your feedback on the information shared today.

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SCARBOROUGH SUBWAY EXTENSION

Transit Planning in Scarborough

Transit planning priorities for Scarborough support the development of:

1. Scarborough Centre as a vibrant urban node; and
2. Complete communities along the Avenues to improve local accessibility.

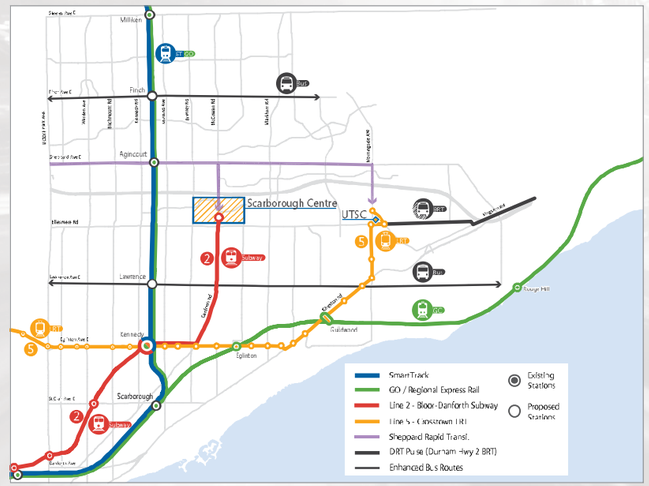
The SSE is one part of the transit network plan in Scarborough to address these priorities. Other projects include:

» Extension of Line 5 (Eglinton Crosstown Light Rail Transit (LRT)) to the University of Toronto, Scarborough Campus;

» SmartTrack stations at Lawrence Avenue East and Finch Avenue East; and

» A rapid transit solution on the Sheppard East corridor.

One of the key objectives of the SSE is to encourage growth and development in Scarborough Centre by improving access, reliability, efficiency, and transit capacity to this Urban Growth Centre. Excellent transit service is a key component of realizing that vision.



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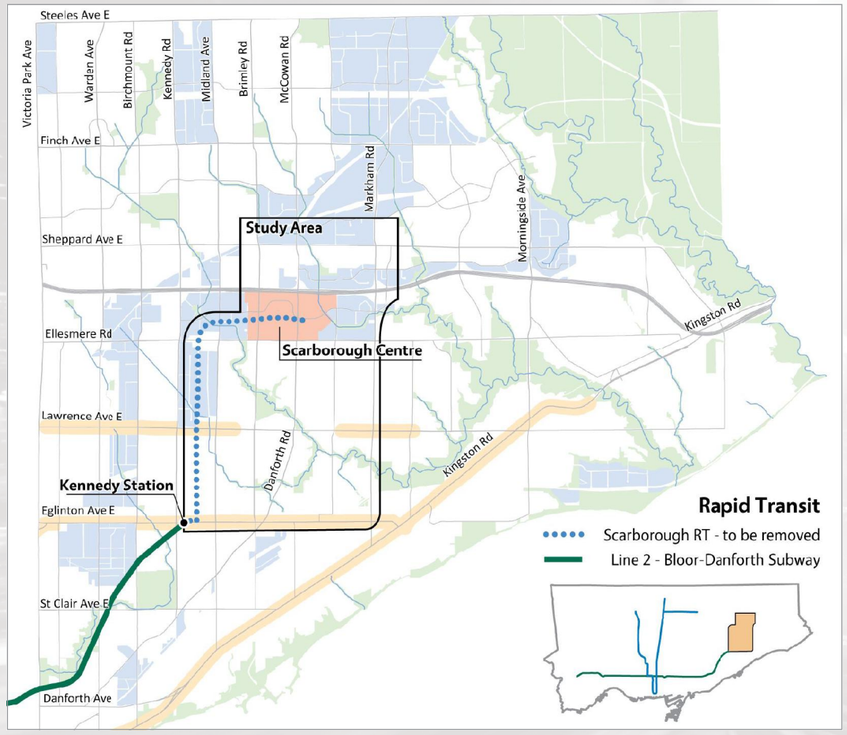
What is the Study Area?



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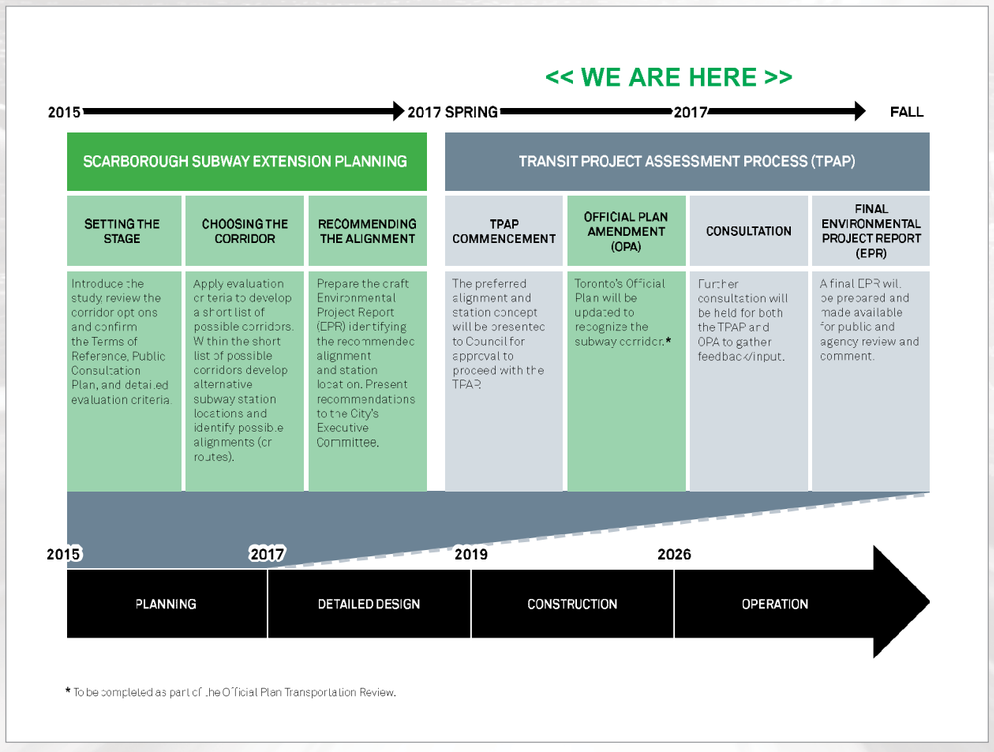
Preliminary Planning for the SSE

The City and TTC conducted detailed planning studies to identify the preferred alignment and station location for the SSE.



* To be completed as part of the Official Plan Transportation Review.

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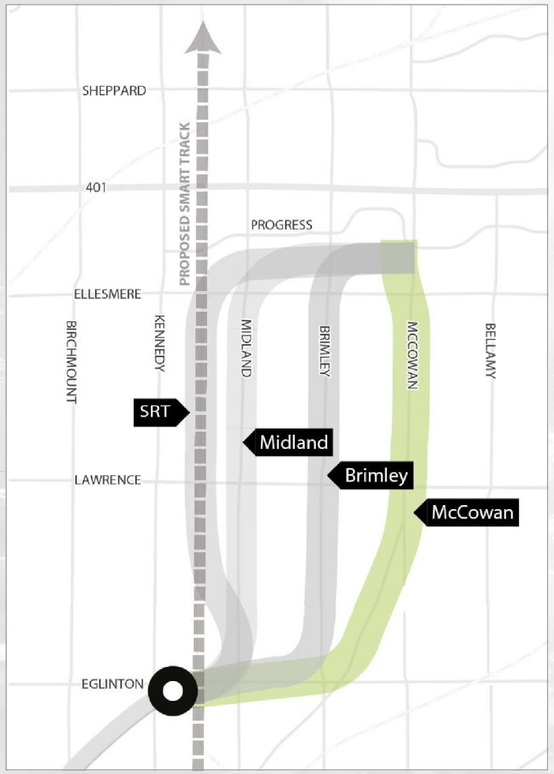
Preliminary Planning for the SSE

The key criteria to evaluate and identify the preferred alignment and station location included:

- The ability to support the existing and planned development within Scarborough Centre, including provisions for future extensions;
- Impacts to existing customers on SRT – Existing Line 3 during construction;
- Property impacts; and
- Costs.

The corridors evaluated (as per City Council's direction in January 2016) included:

- SRT – Existing Line 3;
- Midland;
- Brimley; and
- McCowan.



McCowan emerged as the preferred corridor.

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Preliminary Planning for the SSE

Initial Business Case

At its July 2016 Council meeting, Council received an initial Business Case for the SSE which was used to assess and compare various alignment options.

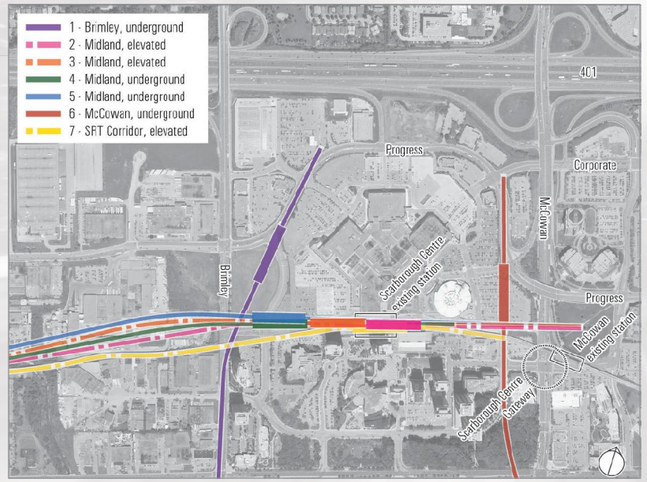
Each alignment was evaluated in consideration of the following cases:

- Strategic;
- Economic;
- Financial; and
- Deliverability and Operations.

The corridors evaluated included:

- 3-stop McCowan;
- Express SRT;
- Express Midland; and
- Express McCowan.

At the Council meeting, staff were directed to re-evaluate the preferred McCowan express alignment, and identify and assess six (6) additional express subway alignments to reduce capital costs, while still meeting Project objectives.



McCowan Express option emerged as the preferred corridor.

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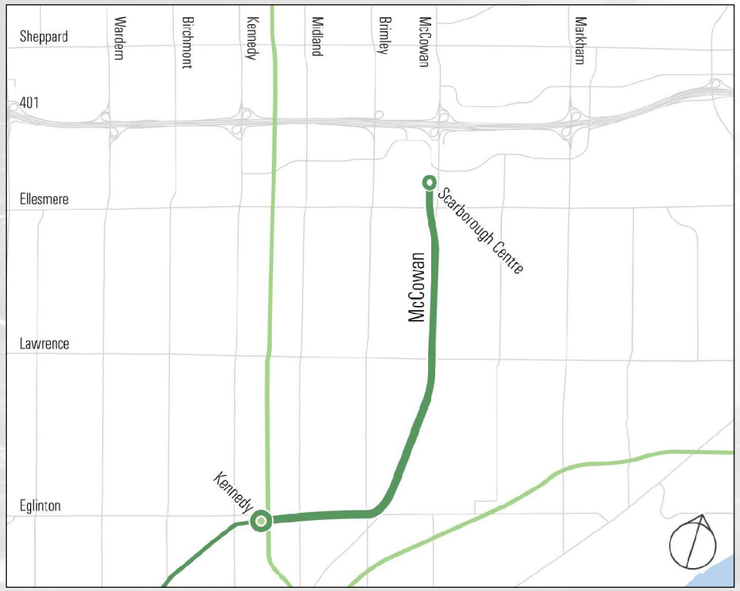
Preliminary Planning for the SSE

Updated Business Case

Council received the updated Initial Business Case at its March 2017 meeting. The updated Business Case included an Express Brimley option. Staff continued to support the McCowan Express option to Scarborough Centre.



Both feedback from the community and the technical analyses performed identified McCowan as the preferred alignment:

- Station would be in the most central location relative to existing and future developments;
- Offers travel times as fast as any alternative; and
- Allows SRT to remain operational during construction.

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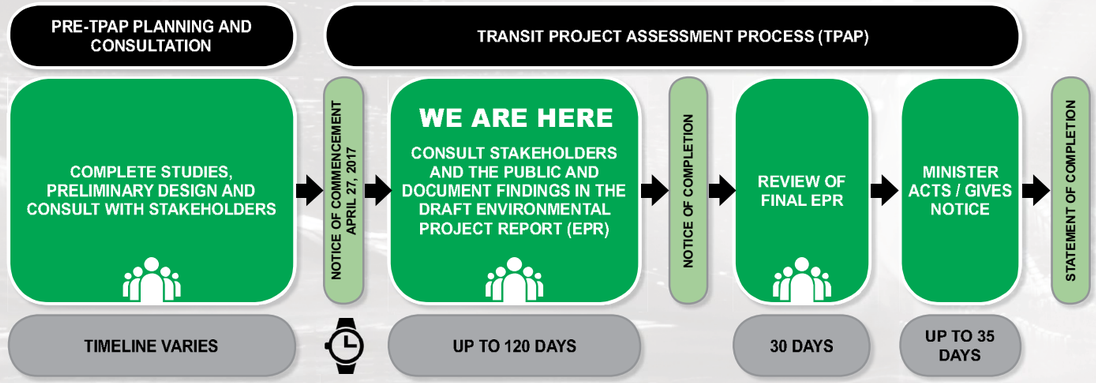
Transit Project Assessment Process

In March 2017, Toronto City Council provided approval to proceed with the Transit Project Assessment Process (TPAP).

What is the TPAP?

A streamlined (6-month) environmental assessment process specific to transit Projects in Ontario to satisfy the requirements of the *Environmental Assessment Act*, Regulation 231/08.

What is the Process?



The TPAP includes consultation, an assessment of potential impacts, identification of measures to mitigate impacts and completion of an Environmental Project Report. The City and TTC will work closely with key stakeholders, the public, agencies, Indigenous Communities and all interested parties throughout the TPAP to address matters of concern.

The TPAP includes a 30-day public review of the Final Environmental Project Report. Objections, if any, may be submitted to the Ministry of Environment and Climate Change at this time. This is followed by a 35-day period for the Minister to act.

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Project Description

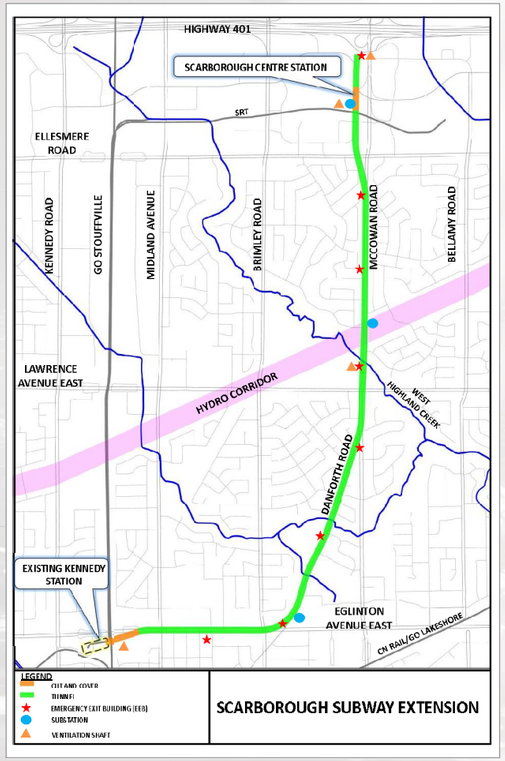
Overview

The following boards describe the main components of the 6.2 kilometre express subway from Kennedy Station to Scarborough Centre, including the:

- Alignment – including the location and configuration of the SSE;
- Scarborough Centre Station;
- Bus Terminal;
- Ancillary Facilities – supporting components required for the operation of the subway; and
- Construction Methods.

Preferred Alignment

The entire SSE will be underground. The depth of the subway tunnel will typically be at least 10 metres below the surface.



To view the preferred alignment in more detail (including the horizontal and vertical profiles), please see the roll plan available on display.

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SCARBOROUGH SUBWAY EXTENSION

Project Description

Scarborough Centre Station

Typical Station Entrance

Typical Concourse

Main Components of the Scarborough Centre Station

- Subway Platform: Side platforms;
- Concourse: Located directly above the platforms; will permit transfers between the subway platforms and the surface level/ TTC bus platforms (via stairs, escalators and elevator);
- Ventilation Shafts: Will balance air pressure, provide for emergency exhaust and fresh air supply in case of an underground fire, and alleviate high summer temperatures in the station;
- Bus Terminal: See details on following board;
- Traction Power Substation: To provide power to the trains;
- Station Entrances:
  - The Main Entrance at Borough Drive (east side) - equipped with stairs, escalators and elevator;
  - Automatic Entrances: At the east end of the lower level of the station for direct access from McCowan Road, and a vertical access connected to the Scarborough Town Centre south entrance bridge at the west end of the bus terminal; and
  - Potential Future Scarborough Town Centre Secondary Entrance: A potential entrance as part of future development.
- Barrier Free Access: Scarborough Centre Station will be accessible for all passengers; elevators and a wheelchair accessible route are planned;
- Bicycle Facilities: Facilities for cyclists (i.e., bicycle lock-ups) will be available; and
- Associated Road Improvements: Changes to roadways surrounding the Scarborough Centre Station are being considered through the Scarborough Centre Transportation Master Plan.

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LINE 2 SUBWAY SCARBOROUGH

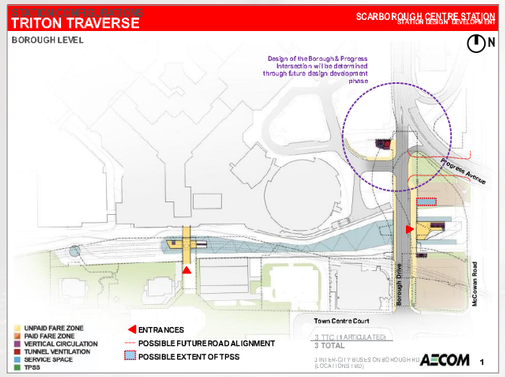
SCARBOROUGH SUBWAY EXTENSION

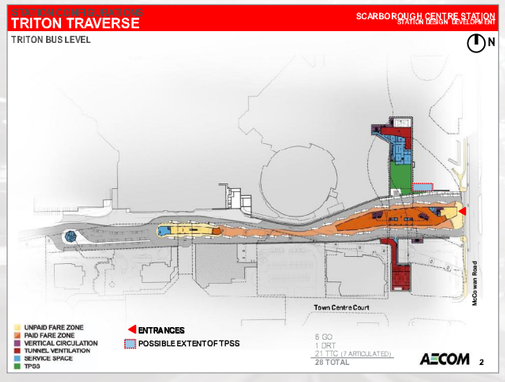
Project Description

Bus Terminal

The Bus Terminal will offer transfers to local and regional services. Features include:

- Indoor waiting areas and an outdoor platform;
- A canopy to provide weather protection;
- Bus bays, for which are sized to accommodate regular and articulated buses – 24 bus bays for TTC and 10 bus bays for regional services such as GO Transit (6 bays), intercity (3 bays) and the future Scarborough-Durham Highway 2 BRT(1 bay);
- Bus driveway circulation, which facilitates clockwise bus movements around the platform and bus bays;
- Bus driveway / access road, which connects the terminal to the local road network; and
- Direct access from Bus Terminal to Scarborough Centre Station and Scarborough Town Centre





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SCARBOROUGH SUBWAY EXTENSION

Project Description

Construction of the Scarborough Centre Station Bus Terminal

Phase 1

- A portion of the new Scarborough Centre Station Bus Terminal will be constructed with the Line 3 (SRT) structure in place prior to opening the subway; and
- Buses will use the existing Line 3 Bus Terminal during this time.

Phase 2

- Once the subway is open, Line 3 and the existing Line 3 Bus Terminal will be closed and demolished;
- Buses will use the constructed portion of the new Scarborough Centre Station Bus Terminal;
- The remainder of the Scarborough Centre Station Bus Terminal will be completed; and
- Once Phase 2 of the Scarborough Centre Station Bus Terminal is complete, all temporary stop locations will be eliminated in consultation with City of Toronto staff.

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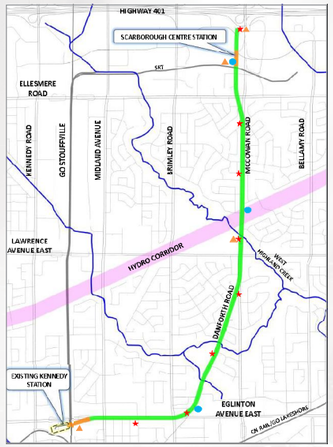
Project Description

Ancillary Facilities

Ancillary facilities support the operation of the subway.

Emergency Exit Buildings
Emergency Exit Buildings extend from the underground tunnel to the surface, and are required at a maximum spacing of 762 metres along the subway alignment. Eight (8) Emergency Exit Buildings are required for the SSE.

Traction Power Substations
Traction Power Substations provide electrical power to the trains and other lighting and equipment. Two (2) “stand alone” traction power substations are required along the subway alignment. A third traction power substation will be located at Scarborough Centre Station.



Tunnel Ventilation Structures
Tunnel Ventilation Structures provide fans for mechanical fire ventilation. One structure is required east of Kennedy Station. A second structure is required at the mid-point between Scarborough Centre Station and Kennedy Station (i.e., at Scarborough and Rouge Hospital). A third structure is required at the north end of the Scarborough Centre Station at the tail track. The second two (2) tunnel ventilation structures will be combined with Emergency Exit Buildings.

Emergency Exit Building

Traction Power Substation

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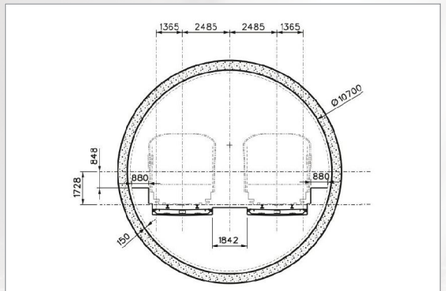
SCARBOROUGH SUBWAY EXTENSION

Construction Methods

Single Large Diameter Tunnel

The entire tunneled portion of the Scarborough Subway Extension, spanning approximately six kilometres, is planned to be constructed using a single large tunnel boring machine (TBM) (10.7 metre diameter) to accommodate tracks in both directions.

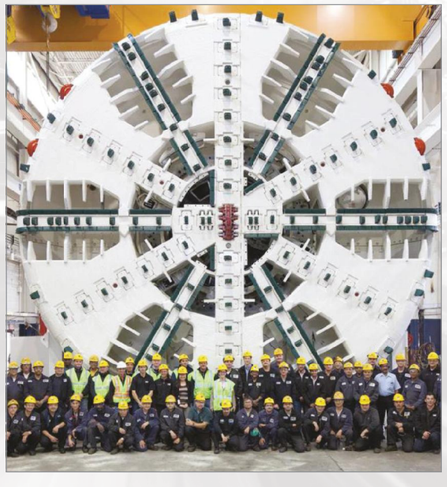
Other recent TTC subway Projects (such as the Toronto-York Spadina Subway Extension and the Sheppard Subway) were constructed using twin TBMs (about 6 metre diameter tunnels). Eglinton Crosstown LRT (Metrolinx Project – currently under construction) also uses twin TBMs (6.5 metre diameter).



10.7 metre diameter tunnel configuration

Single large diameter tunnels have been constructed for several subway lines in Europe, Asia and the Middle East. In Canada, this type of tunnel is being used for the Vancouver Evergreen Line (10 metre diameter), which is currently under construction.

The key benefit of the single large diameter tunnel is that it minimizes the areas that must be constructed using cut-and-cover construction, such as crossovers, resulting in reduced construction disruption at the surface level.



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SCARBOROUGH SUBWAY EXTENSION

Construction Methods

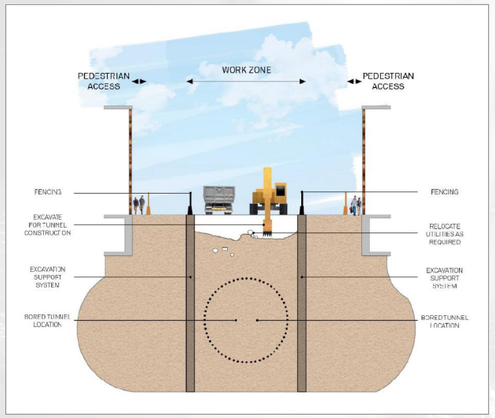
Cut-and-Cover

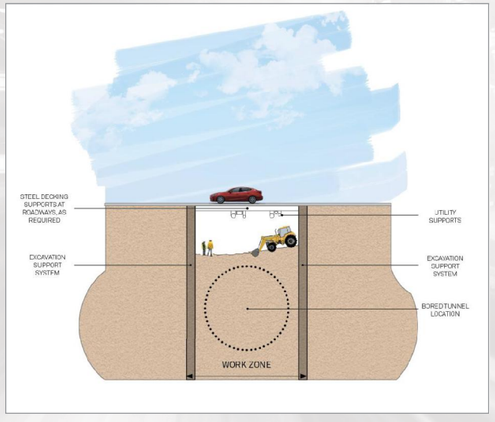
There are locations where cut-and-cover construction will be used. Cut-and-cover is a simple method of construction where a trench is excavated and the subway infrastructure is built within the trench.

Locations include:

- Scarborough Centre Station;
- The shallow section immediately east of Kennedy Station;
- Emergency exit buildings and ventilation structures which extend from the subway tunnel to the surface; and
- Traction Power Substations where the cable runs into the ground.

At locations where cut-and-cover construction crosses a roadway, decking is placed on the surface to allow road traffic to cross while work is being completed below.





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SCARBOROUGH SUBWAY EXTENSION

Preliminary Construction Plan

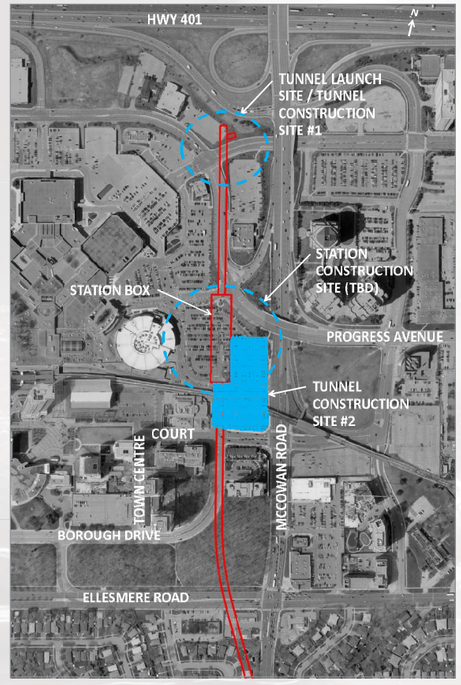
Tunnelling

Proposed Tunnelling Sequence

- At the tunnel launch site #1 assemble and launch tunnel boring machine
- Tunnel through station box
- Establish tunnel construction site #2 south of station box
- Continue tunnelling south along alignment
- Extract tunnel boring machine at cut and cover section east of Kennedy Station

Typical Tunnel Work Site Activities

- Extract soil
- Inspect tunnel lines
- Store equipment and materials
- Maintain the tunnel boring machine



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SCARBOROUGH SUBWAY EXTENSION

Potential Impacts and Mitigation Measures

Natural Environment | Emissions | Socio-Economic | Cultural Environment | Transportation

Impacts

The implementation of the SSE may result in many positive and some negative impacts.

» Permanent impacts to existing features due to Project facilities (Example: property requirements to build Emergency Exit Buildings);

» Temporary impacts due to construction activities (Example: traffic diversions, dewatering); and

» Ongoing and long-term impacts due to operations and maintenance activities (Example: subway operations, bus operations, testing of emergency equipment).

Mitigation Measures and Monitoring

Mitigation measures are plans that are put in place to reduce impacts from construction, operation and maintenance of the SSE that cannot be avoided. Monitoring these measures will help to ensure that they are effective.

Future Commitments*

*Please see the Environmental Project Report Executive Summary from the Project website for a full list of future commitments.

The City and TTC have worked closely with the public and key stakeholders to address issues or concerns wherever possible. During the detailed design, construction, and operations and maintenance of the SSE, we will work towards implementing the mitigation measures identified on the following boards, including future studies, permits and approvals.

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Potential Impacts and Mitigation Measures

Natural Environment

The following table identifies key potential impacts to the natural environment and corresponding mitigation measures.

	POTENTIAL IMPACTS	MITIGATION MEASURES
TERRAIN & SOILS	**Displacement** of ~ 1,000,000 m^3 of surplus excavated material (permanent). **Settlement** or structural stress due to tunnelling, dewatering and installation of excavation support (construction). **Potential impacts** to existing facilities, infrastructure, buildings and underground utilities (construction).	Develop **Soil and Groundwater Management Strategy.** Tunnel will be installed using **earth pressure balancing tunnel boring machine.** Design and construction elements – additional ground stabilization such as **grouting, using groundwater cut-offs** and the installation of **underpinning and support** for infrastructure, structures and buildings.
GROUNDWATER	**Dewatering –** need for handling and discharge (construction): ▸ Potential to encounter impacted groundwater; and ▸ Possible temporary changes to groundwater flow patterns.	Develop a **Soil** and **Groundwater Management Strategy**. **Monitoring program** for groundwater management. Cut-and-cover sections, temporary dewatering – minimize using a **watertight continuous excavation support system** such as a contiguous caisson wall, slurry wall or other watertight support systems, as required.
DRAINAGE & HYDROLOGY	Significant **impact for segments requiring cut-and-cover construction** method (construction). Construction of the Emergency Exit Building at the north end of the Scarborough and Rouge Hospital: ▸ Requires potential **relocation** of **existing storm sewers** and retention tanks; and ▸ May cause temporary **impacts to the West Highland Creek** (construction). The proposed driveways, bus bays, access roads are subject to **pollutant loadings**, resulting in poor storm run-off water quality (operations and maintenance).	**Hydraulic analysis and modelling** to further refine controls. **Storm water management strategy** for West Highland Creek. **Erosion and Sediment Control Plan –** prior to construction. Temporary **erosion and sediment control measures** during construction: check dams, erosion control blankets, grassed swales, sediment traps and silt fence. **Lot level controls** will be implemented for the proposed station, bus terminal and tunnel associated ancillary facilities.

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SCARBOROUGH SUBWAY EXTENSION

Potential Impacts and Mitigation Measures

Natural Environment Cont'd

The following table identifies key potential impacts to the natural environment and corresponding mitigation measures.

	POTENTIAL IMPACTS	MITIGATION MEASURES
FISH & FISH HABITAT	The SSE will cross a total of three **watercourses** including: ▸ Tributary of Dorset Park Branch of West Highland Creek; ▸ Dorset Park Branch of West Highland Creek; and ▸ Bendale Branch of West Highland Creek.	As the SSE will be tunneled at least 10 metres below the stream bed, **no serious harm to fish or fish habitat** is expected and therefore no mitigation measures are required.
TERRESTRIAL ECOSYSTEM	Displacement and disturbance to **vegetation communities** (permanent).	Undertake a **Tree Inventory** during detail design to document impacts to trees within areas of cut-and-cover construction. Develop a **Tree Preservation Plan** to determine tree protection and mitigation: ▸ Tree protection measures will follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2013). **Discussions with the City of Toronto and TRCA** to determine any potential **permit requirements.**
	Twenty-seven bird species recorded that are protected under the *Migratory Bird Convention Act (MBCA)* (construction): ▸ No nests of migratory birds but evidence of breeding birds having the potential to nest within the vicinity of the SSE.	For construction during the nesting window, a **nesting survey** will be conducted to determine active nests and a **site specific mitigation** plan will be developed, as appropriate.

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SCARBOROUGH SUBWAY EXTENSION

Potential Impacts and Mitigation Measures

Emissions

The following table identifies key potential impacts due to emissions and corresponding mitigation measures.

	POTENTIAL IMPACTS	MITIGATION MEASURES
AIR QUALITY	Potential for **temporary dust, nitrous oxides and volatile organic carbon emissions** (construction). Minimal impacts from Scarborough Centre Bus Terminal: ▸ Contribution to the maximum concentration is **less than 1%** for all **pollutants** (operations and maintenance).	**Best management practices** will be followed during construction, for example: ▸ **material wetting** or use of **chemical suppressants** to reduce dust; and ▸ use of **wind barriers** and **limiting exposed areas.** As **impacts** to **air quality** from Scarborough Centre Station Bus Terminal **are minimal**, no mitigation measures are required.
CLIMATE CHANGE	More **extreme weather events** such as very cold, wet or hot weather (operations and maintenance). SSE will provide **greater capacity** for transit to the area (operations and maintenance).	The subway will be at least 10 metres below ground level and will therefore be **buffered from extreme weather events.** Surface infrastructure will be designed to **withstand extreme weather events.** **Service capacity will increase** from 4,000 peak persons per hour to over 30,000 peak persons per hour with the replacement of the SRT with SSE. Reducing the amount of greenhouse gasses (by removing cars from the road due to increase in transit capacity).

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SCARBOROUGH SUBWAY EXTENSION

Potential Impacts and Mitigation Measures

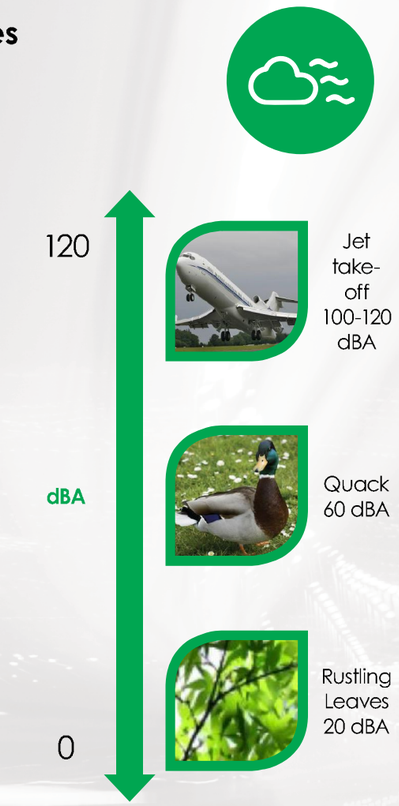
Emissions Cont'd – Noise and Vibration

Potential Impacts

- Vibrations and noise from **construction activities** including tunnel boring, building demolition and truck movements (construction).
- Vibration and structure-borne noise from **subway movements** (operations and maintenance).
- **Impacts to sensitive receptors** such as the Scarborough and Rouge Hospital and dwelling locations located directly above the preferred alignment (operations and maintenance).
- Noise from **ancillary facilities** such as transformers, emergency exits and ventilation shafts (operations and maintenance).

Mitigation Measures

- Construction activities are controlled by **selection of low sound / vibration emission equipment** or by construction of **temporary noise barriers** (if feasible).
- **Further investigation during detail design** to determine effects and refine track design accordingly.
- Develop a **Construction Noise and Vibration Management Plan.**
- Vibration isolation is achieved with **a floating slab design** which mitigates the subway movement impacts to acceptable noise and vibration levels.
- Ancillary facilities can be designed with **sound absorbent material** to ensure sound emissions are acceptable.



A floating slab system involves fastening rails to concrete slabs, which float on large rubber disks.

The design has been very successful in reducing rumbling noise.

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Potential Impacts and Mitigation Measures

Socio-Economic and Cultural Environment

The following table identifies key potential impacts to the socio-economic and cultural environments and corresponding mitigation measures.

	POTENTIAL IMPACTS	MITIGATION MEASURES
UTILITIES	Utilities include: municipal services (watermains, storm and sanitary sewers), Toronto Hydro, Enbridge Gas and telecommunications companies (Bell, Rogers, Zayo, Cogeco and Telus): ▸ **likely impacted by cut-and-cover (construction).** Tunnelling in close proximity to **Hydro One Tower** at the north-end of the Gatineau Hydro One Corridor, west of McCowan Road (construction).	Careful **planning and discussions with utility companies** are ongoing and will be continue through detailed design. For Project elements to be constructed by cut-and-cover methods (for example, station boxes and crossover structures): ▸ **temporary support and protection;** and ▸ **relocation** (large utilities that cannot be temporarily supported). **Monitor** Hydro One Tower during tunneling.
ARCHAEOLOGY	**Stage 1 Archaeological Assessment** completed to identify areas that have archaeological potential.	Conduct a **Stage 2 Archaeological Assessment** to identify areas within the construction footprint that have archaeological potential.
BUILDINGS & PROPERTY	For the Bus Terminal, Station Entrances, Traction Power Substations, Emergency Exit Buildings and the tunnel structure (permanent): ▸ **Thirty-six private property** acquisitions (includes one full acquisition of a retail plaza); and ▸ **Six public property** acquisitions.	**Single 10.7 metre diameter bored tunnel** has smaller property impact than traditional twin tunnels. Majority of subway alignment **within municipal and provincial road allowances** reducing overall project footprint. Lands required temporarily (construction) will be **restored to pre-construction conditions.** Property acquisition process and resulting **compensation is fair and equitable** to all affected owners.

The **City and TTC** will continue to engage with the community during the design and construction phases of the Project.

During construction, a **Project Information Office** will be open to the public, to answer questions and share Project information with the community and other interested parties. Additionally, a **Construction Liaison Committee** made up of community stakeholders will be established in partnership with the Project Team to help identify and proactively monitor and address construction-related issues.

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SCARBOROUGH SUBWAY EXTENSION

Potential Impacts and Mitigation Measures

Transportation

The following table identifies key potential impacts to transportation and corresponding mitigation measures.

	POTENTIAL IMPACTS	MITIGATION MEASURES
AUTO TRAFFIC & TRANSIT	Traffic on Eglinton Avenue, Danforth Road and McCowan Road may experience additional **delays and queues** due to **reduced lane availability** for cut-and-cover (construction). Construction of Borough Drive extension may require **partial closures** of the existing intersection (construction). Reconfiguration of Triton Road access at McCowan Road may result in **disruptions to TTC bus services** currently using the road (construction).	A **Traffic Impact Study** will be conducted to analyze and address issues related to traffic and transit services during construction and operation of the bus terminal. **Signage and traffic monitoring programs.** **Temporary roadside stops** for affected bus routes.
PEDESTRIANS & CYCLISTS	**Reconfiguration of pedestrian crossings** at the intersection of Progress Avenue and Borough Drive (extended) (permanent). **Temporary disruptions to sidewalks** near construction sites: Eglinton Avenue, Danforth Road and McCowan Road (construction).	**Signage and barriers** to provide physical separation from construction sites and to ensure pedestrian safety. **Alternative routing and/or construction staging options** to maintain pedestrian connections on major roads (Eglinton Avenue, Danforth Road, McCowan Road, Progress Avenue).
RAIL	The SSE will **pass under the Metrolinx / GO Stouffville corridor** east of Kennedy Station (permanent). ▸ currently comprised of a single north / south track; and ▸ plans to double-track this corridor as part of the GO Stouffville Railway Corridor Expansion Project. Operation of SRT during SSE (construction).	Construction activities that may impact the GO railway corridor will need to be **coordinated with GO Transit** during the design phase. Construction near rail corridor – existing Kennedy Station subway box under the rail corridor will remain and construction of the **new cut-and-cover box connection** to the existing subway will be **east of the rail corridor.** **Protection of SRT during SSE construction** of the station and bus terminal at Scarborough Centre.

TORONTO

LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

Consultation

Feedback from stakeholders and the public has been important in the decision-making process for the SSE, and has helped shape the Environmental Project Report. The various consultation activities undertaken during the SSE studies include:

Public Engagement

- 21 public meetings during the preliminary planning and one (1) public meeting during TPAP (today);
- Online consultation; and
- Project email address (*scarboroughsubwayextension@toronto.ca*) and phone number (416-338-3095) to receive questions and comments.

To review more details, please visit the Project website:
www.scarboroughsubwayextension.ca

Property Owners

- One-on-one, residential and commercial property owner meetings.

Stakeholder Advisory Group

- Five (5) Stakeholder Advisory Group meetings and one (1) interactive workshop with 33 organization representatives.

Technical Advisory Committee

- Eight (8) Technical Advisory Committee meetings with representatives from City Departments, TTC, Metrolinx, Toronto Hydro and the Toronto Region Conservation Authority.

Government Review Team

- A number of one-on-one meetings with key agencies; and
- Two (2) Government Review Team meetings and ongoing correspondence.

Engagement with the following Indigenous Communities:

- Mississaugas of the New Credit First Nation;
- Alderville First Nation;
- Curve Lake First Nation;
- Hiawatha First Nation;
- Kawartha Nishnawbe First Nation; and
- Mississaugas of Scugog Island.

TORONTO

LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

Next Steps

Collect feedback from this public meeting

↓

Consult public, stakeholders and agencies on the draft Environmental Project Report. Discuss and address questions and concerns with interested parties (May - August 2017)

↓

30-Day Review of The Environmental Project Report (August - September 2017)

↓

35 days for Minister to act and give notice (September - October 2017)

↓

Statement of Completion

Your feedback is important to us. Please have your say by:

- **Email:** scarboroughsubwayextension@toronto.ca
- Reviewing the Draft Environmental Project Report Executive Summary and other Project materials online at: scarboroughsubwayextension.ca
- **Call us at:** 416-338-3095

All feedback will be recorded as part of the Final Environmental Project Report.

A summary of the meeting will be posted shortly after this public meeting.

TORONTO

AECOM Imagine it. Delivered.

Comment Forms

LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

Your Name:_____

Email/phone:_____

Project Website:www.scarboroughsubwayextension.ca
Phone: 416-338-3095
Email: scarboroughsubwayextension@toronto.ca

Personal information is collected by the City of Toronto under Toronto City Council Decisions, Item No. 2014.PG33.12, June 10, 2014 and the City of Toronto Act, S. O. 2006, Chapter 11, Schedule A. s.136 (b) & (c) and will be used to keep you informed about milestones in the Relief Line Project Assessment. Questions about this collection can be directed to the Manager, Public Consultation Unit, Metro Hall - 55 John St., Toronto, Ontario, M5V 3C6, or call 416-392-2990. With the exception of personal information, all comments will become part of the public record.

LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

LAWRENCE IS A BUSY BUS LINE !!
HAVING A SUBWAY STATION ON
LAWRENCE AS PART OF SSE
WILL BE BETTER OR INFILL STATION BOX
ROUGH OUT SHOULD BE BUILT PART OF SSE.

Your Name:[redacted]

Email/phone:[redacted]

Project Website:www.scarboroughsubwayextension.ca
Phone: 416-338-3095
Email: scarboroughsubwayextension@toronto.ca

Personal information is collected by the City of Toronto under Toronto City Council Decisions, Item No. 2014.PG33.12, June 10, 2014 and the City of Toronto Act, S. O. 2006, Chapter 11, Schedule A. s.136 (b) & (c) and will be used to keep you informed about milestones in the Relief Line Project Assessment. Questions about this collection can be directed to the Manager, Public Consultation Unit, Metro Hall - 55 John St., Toronto, Ontario, M5V 3C6, or call 416-392-2990. With the exception of personal information, all comments will become part of the public record.

LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

It is obvious that a station at Lawrence is a good idea!

Your Name:

Email/phone:

Project Website:www.scarboroughsubwayextension.ca
Phone: 416-338-3095
Email: scarboroughsubwayextension@toronto.ca

Personal information is collected by the City of Toronto under Toronto City Council Decisions, Item No. 2014.PG33.12, June 10, 2014 and the City of Toronto Act, S. O. 2006, Chapter 11, Schedule A. s.136 (b) & (c) and will be used to keep you informed about milestones in the Relief Line Project Assessment. Questions about this collection can be directed to the Manager, Public Consultation Unit, Metro Hall - 55 John St., Toronto, Ontario, M5V 3C6, or call 416-392-2990. With the exception of personal information, all comments will become part of the public record.

LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

- Great job with all the work that are being done!
- Please proceed with the design & construction of the project to be built on time & on budget
- We need transit in Scarborough as soon as possible whether they are subways or LRTs

Your Name: [redacted]

Email/phone:

Project Website:www.scarboroughsubwayextension.ca
Phone: 416-338-3095
Email: scarboroughsubwayextension@toronto.ca

Personal information is collected by the City of Toronto under Toronto City Council Decisions, Item No. 2014.PG33.12, June 10, 2014 and the City of Toronto Act, S. O. 2006, Chapter 11, Schedule A. s.136 (b) & (c) and will be used to keep you informed about milestones in the Relief Line Project Assessment. Questions about this collection can be directed to the Manager, Public Consultation Unit, Metro Hall - 55 John St., Toronto, Ontario, M5V 3C6, or call 416-392-2990. With the exception of personal information, all comments will become part of the public record.

Appendix C

Residents Meeting Materials

- Notice
- Presentation
- Display Boards

Notice

TORONTO **Glenn De Baeremaker**
City Councillor - Ward 38, Scarborough Centre

AECOM Imagine it. Delivered.

Friday, July 14, 2017

Invitation to Bellechasse Street resident's meeting regarding Scarborough Subway traction power substation

Date: **Tuesday, July 25th, 2017**
Time: **6:00 p.m. – 6:30 p.m., public open house**
6:30 p.m. – 8:30 p.m., staff presentation and questions and answers
Location: **Scarborough Civic Centre**
Committee rooms 3 and 4
(150 Borough Drive - free parking available … see map attached)

Dear Neighbour:

Please accept this letter as your invitation to attend a community meeting for Bellechasse Street residents, regarding a Scarborough Subway traction power station that is being built at the south-east corner of Bellechasse Street and McCowan Road and its potential local impacts.

You and your family are welcome to attend this public meeting where you can see display boards and learn about this new traction power station. You can also:

- see the location of the building and what the station may look like,
- hear a staff presentation on what the power station is and why it is necessary, and
- ask questions of City Planning and TTC staff

In addition to attending this meeting, please feel free to contact me at 416-392-0204 or Stephanie Rice at the TTC at 416-590-6430 if you have any questions or concerns.

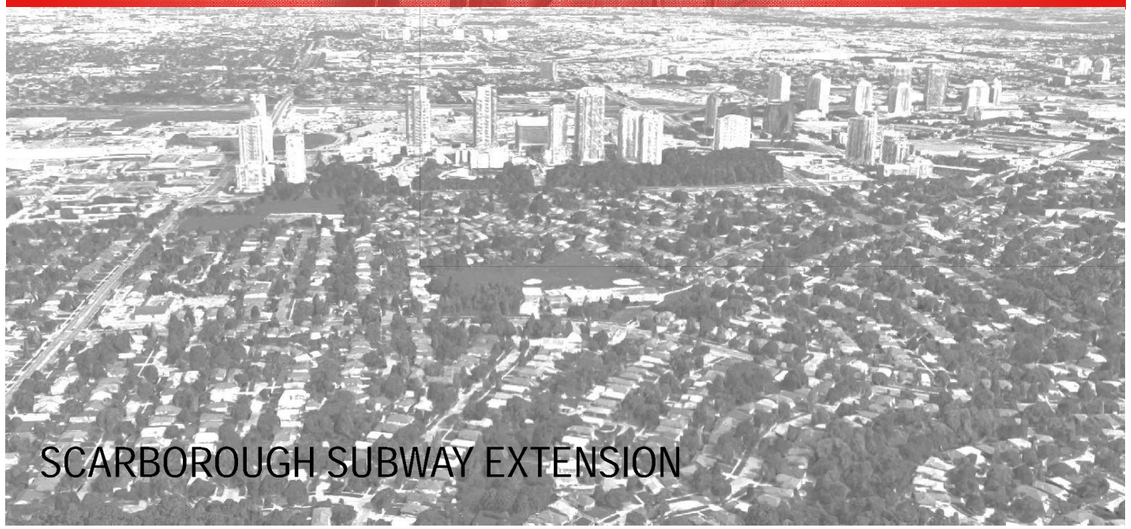
Cheers,

Glenn De Baeremaker
City Councillor, Ward 38
Deputy Mayor, Scarborough East

Scarborough Civic Centre, 2nd Floor • 150 Borough Drive • Scarborough, Ontario M1P 4N7
Telephone: 416-392-0204 • Fax: 416-392-7428 • Email: councillor_debaeremaker@toronto.ca

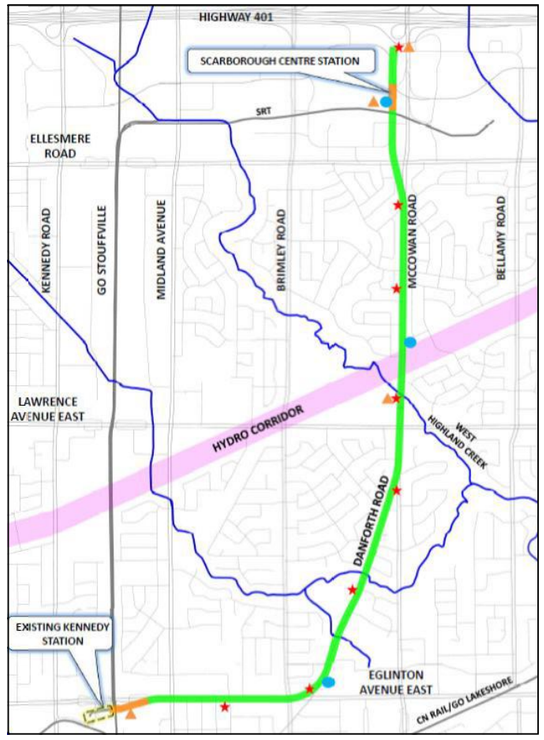
SP No: 03082-27-39

Presentation



Community Meeting
July 25, 2017

SP No: 03082-27-40



SCARBOROUGH SUBWAY EXTENSION

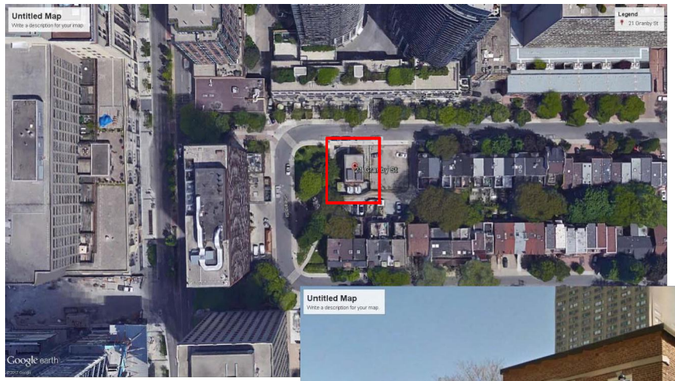
Legend

- Cut and Cover
- Tunnel
- Emergency Exit Building
- Traction Power Substation
- Ventilation Shaft

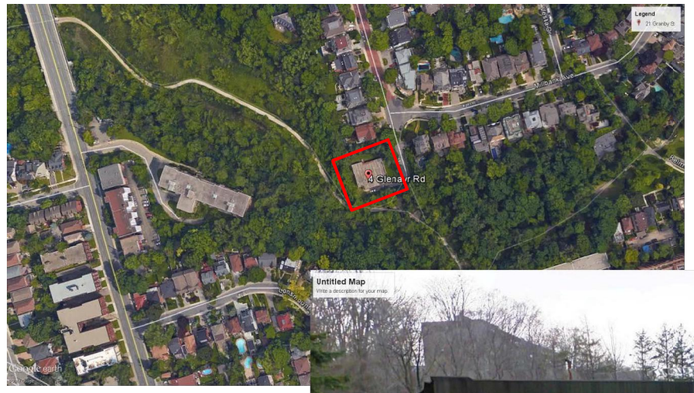
TRACTION POWER SUBSTATIONS

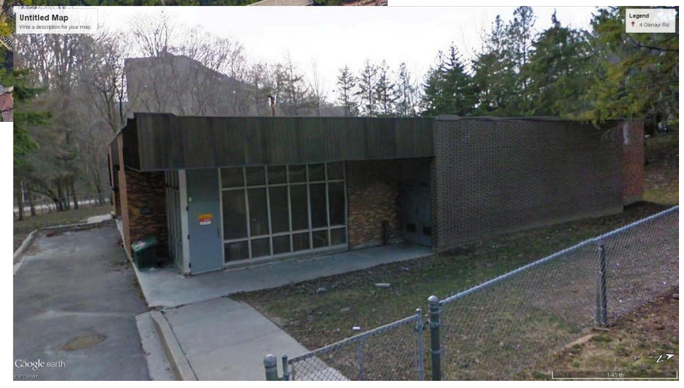
- Provide electrical power to TTC subways
- Substation transforms AC from Toronto Hydro into DC to power the subway trains
- Substations are quiet, very safe and used for subways and streetcars
- Do not emit radiation, electricity or any harmful pollutants

21 GRANBY STREET



4 GLENAYR ROAD

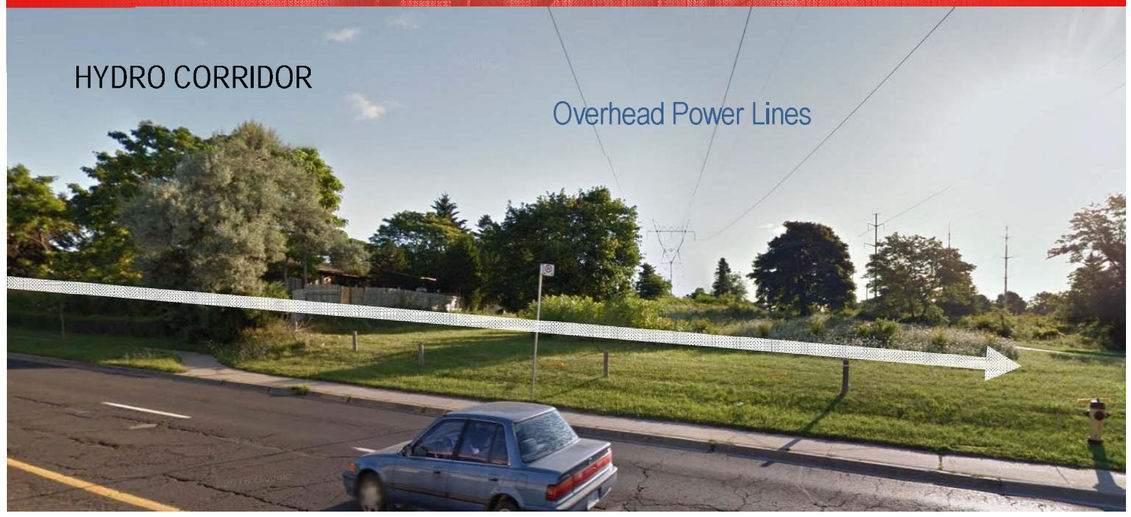




587 LANSDOWNE AVENUE

TRACTION POWER SUBSTATION REQUIREMENTS

- Traction Power Substation (TPSS)



- South limit of zone under live power lines
- Transformers installed and removed by overhead cranes (clearance issues with live power lines)
- Hydro One no longer permits buildings in their corridors

TRACTION POWER SUBSTATION 2

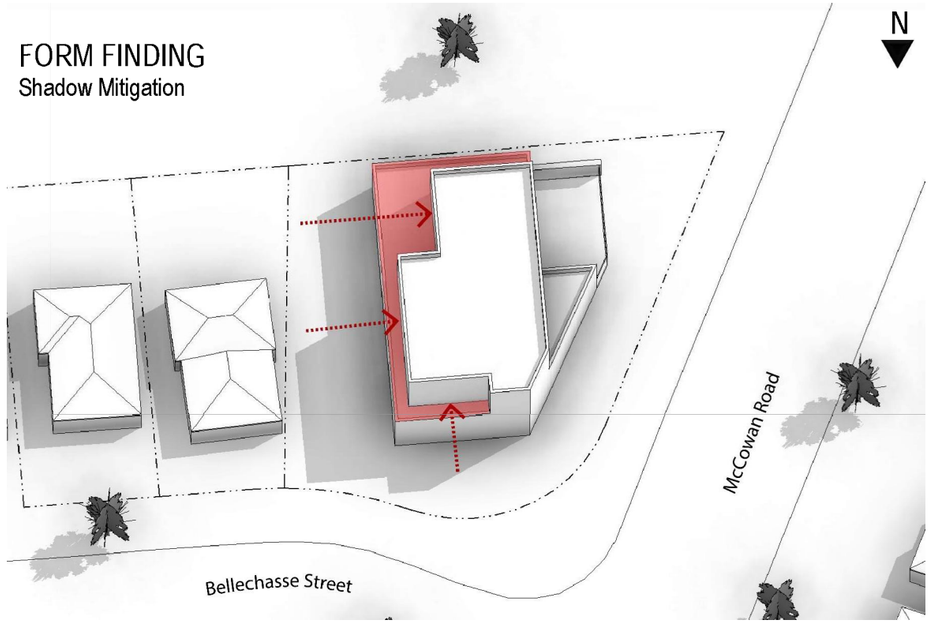
Vision | Scarborough Bluffs

- Iconic & shared piece of community
- 12,000 years of sedimentary deposits formed by wind, water & erosion
- Part of historic shoreline of Glacial Lake Iroquois
- Shares same refined material as the Brickworks Quarry called the “Scarborough Formation”

Vision

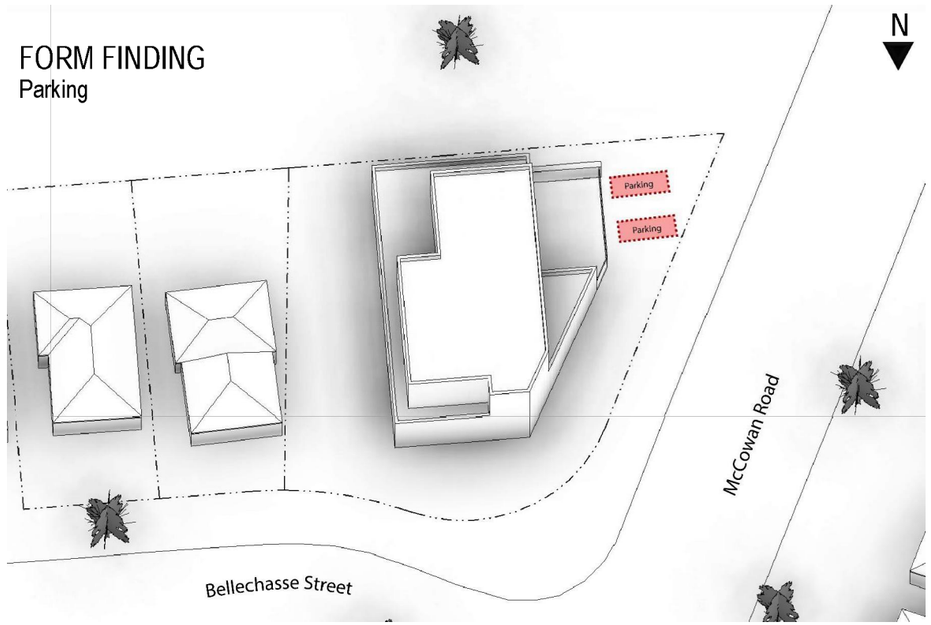
To celebrate the Scarborough Bluffs – an iconic & geological landmark and a prized community amenity - through form, design elements, and material, while responding to site context, human scale, and urban placemaking.

FORM FINDING
Shadow Mitigation



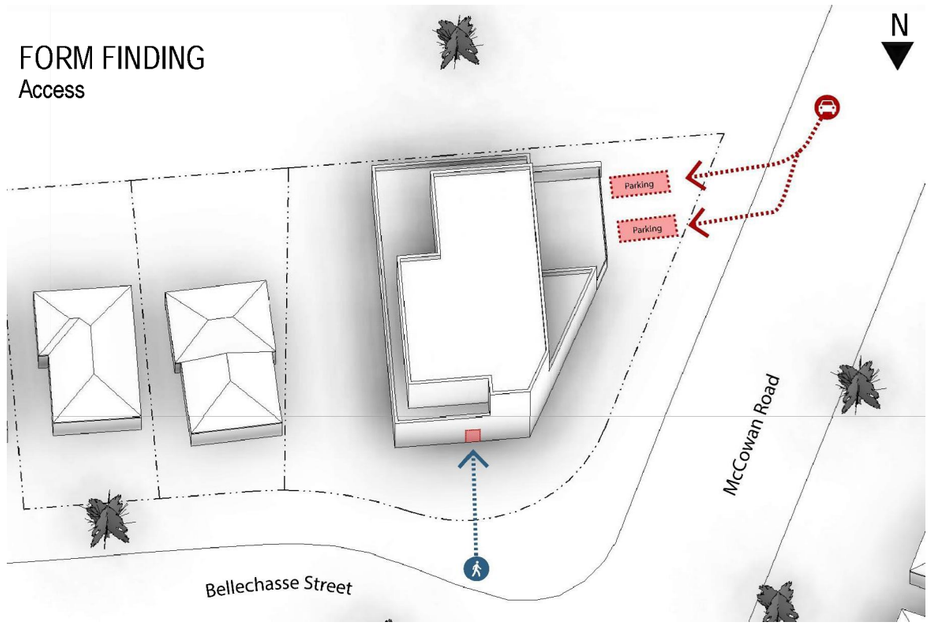
Massing is stepped back from neighbouring properties towards McCowan Road to reduce shadows

FORM FINDING
Parking



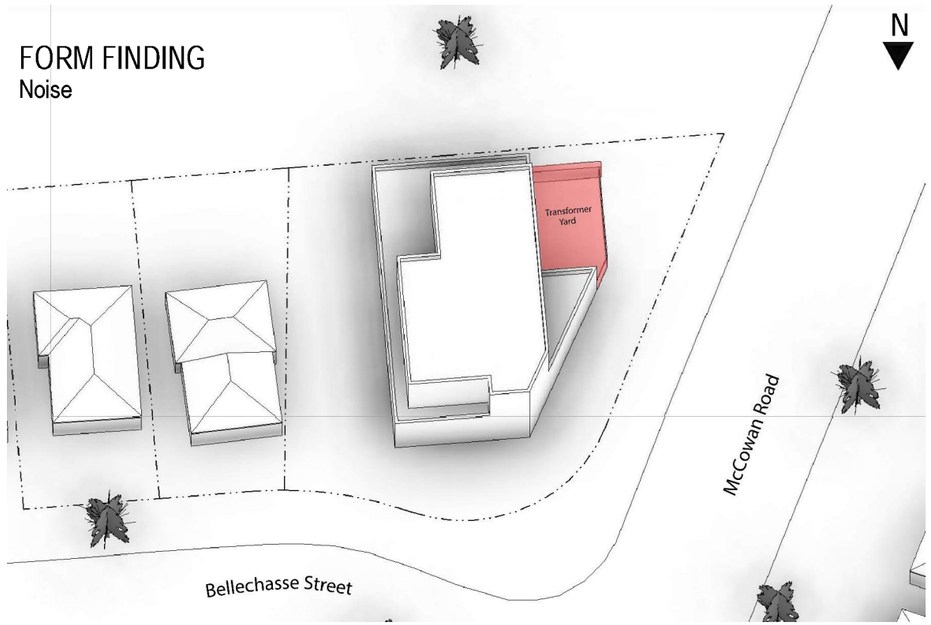
Parking is oriented towards McCowan Road and away from the residential street.

FORM FINDING
Access



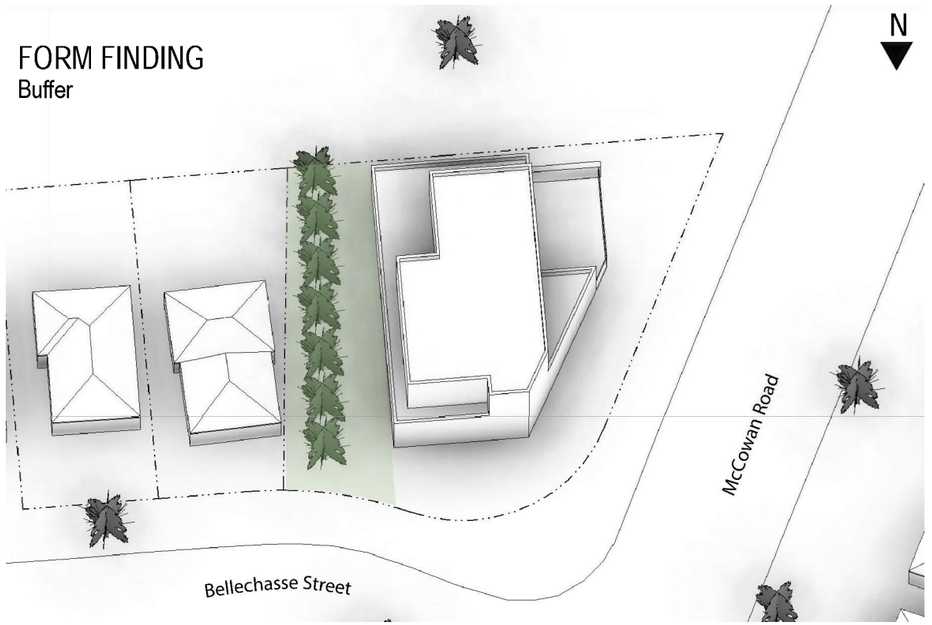
Vehicular access is from McCowan Road while pedestrian access is from Bellechasse.

FORM FINDING
Noise



Transformer Yard is oriented towards McCowan Road and south wall provides noise buffer.

FORM FINDING
Buffer



Landscape buffer provided to adjacent residential property.

URBAN DESIGN APPROACH

Trees along street frontages + enhanced streetscape of Bellechasse

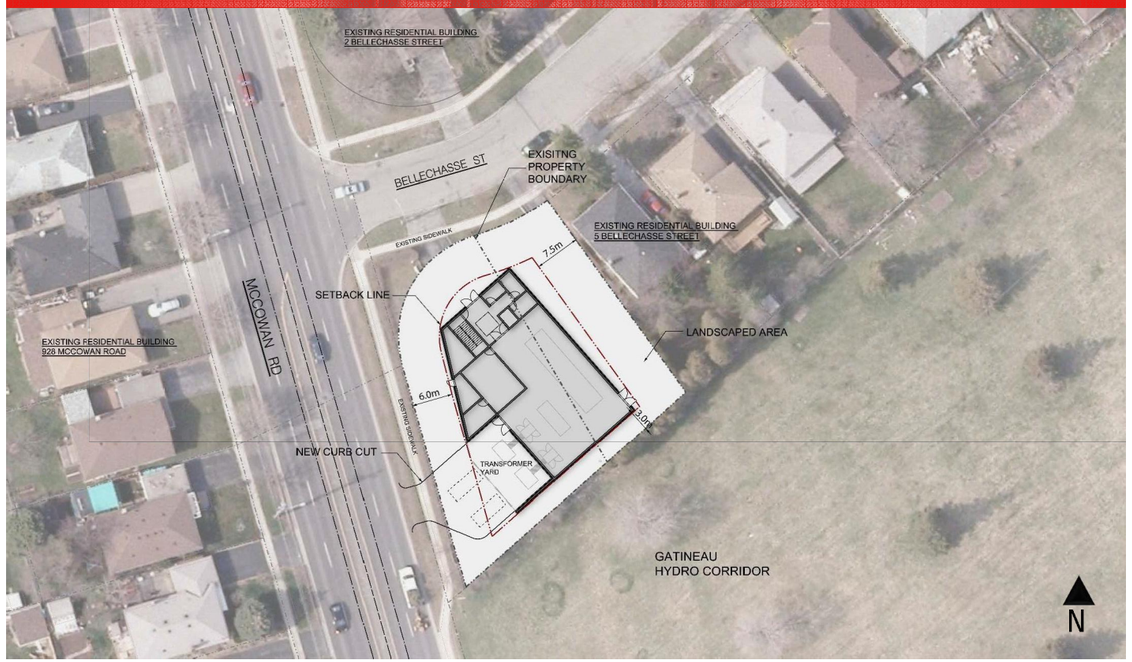
SCARBOROUGH SUBWAY EXTENSION

URBAN DESIGN APPROACH

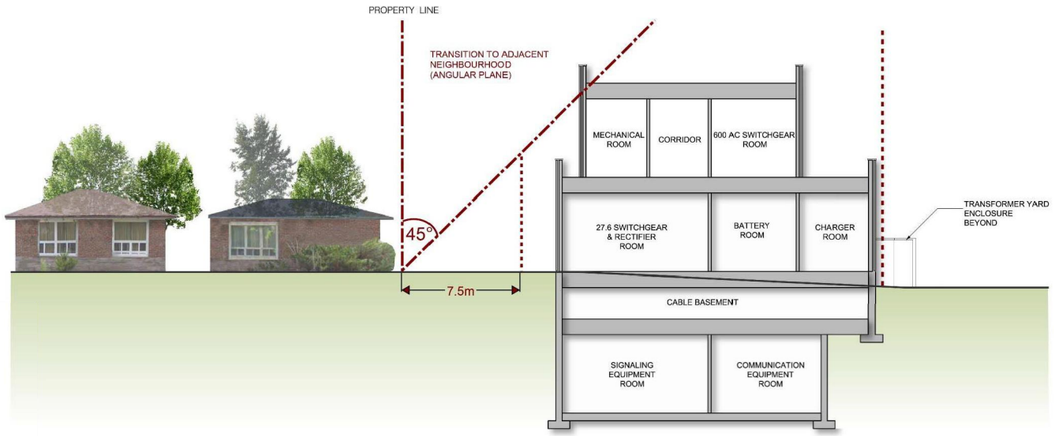
Enhanced streetscape of McCowan

URBAN DESIGN APPROACH

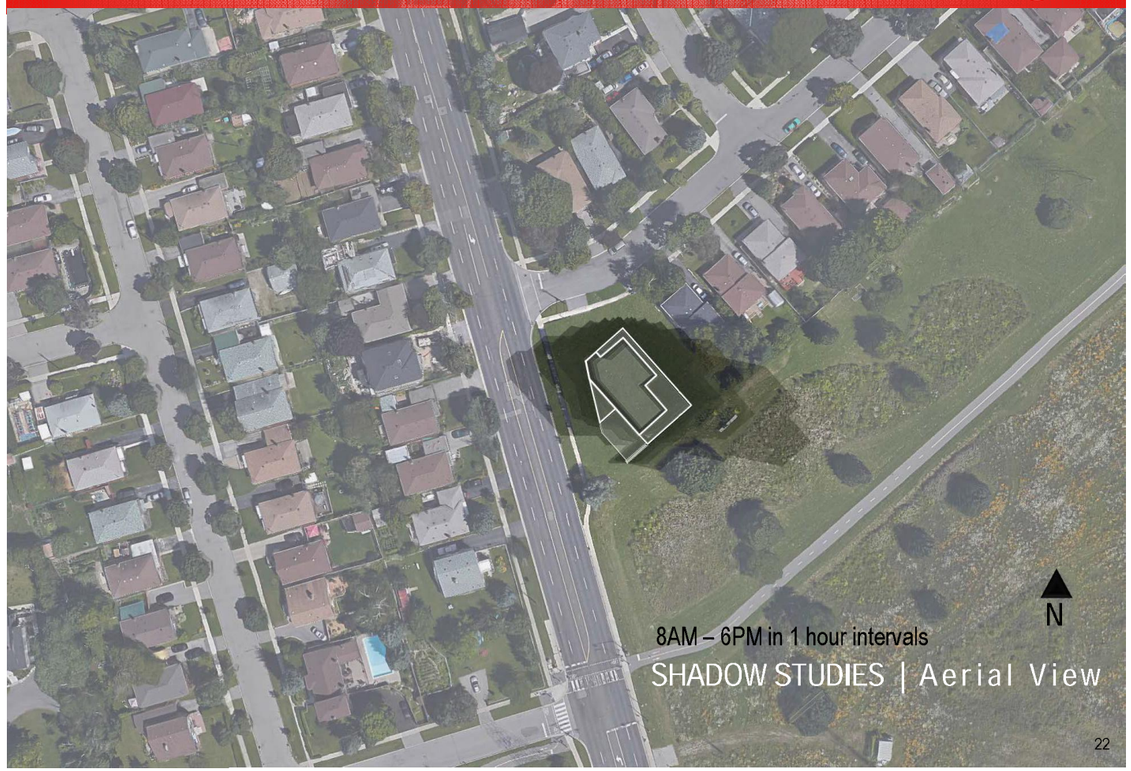
Proposed landscape buffer with privacy fence to the immediate residential



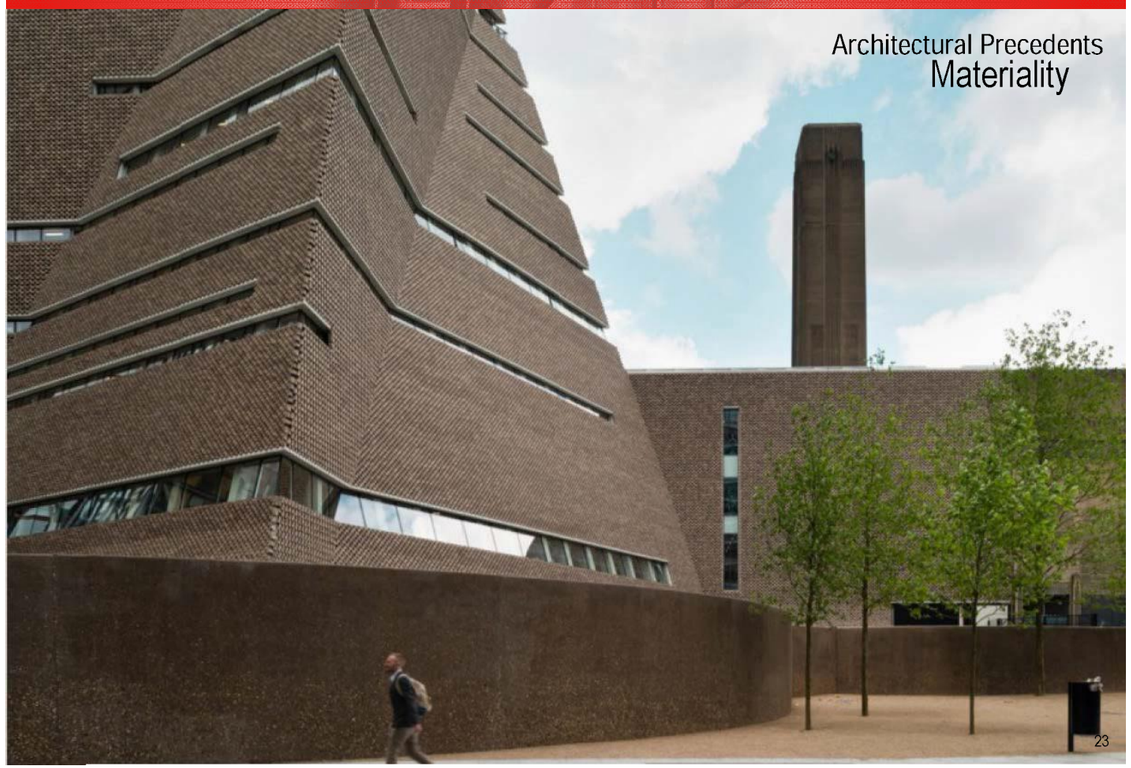
SITE PLAN



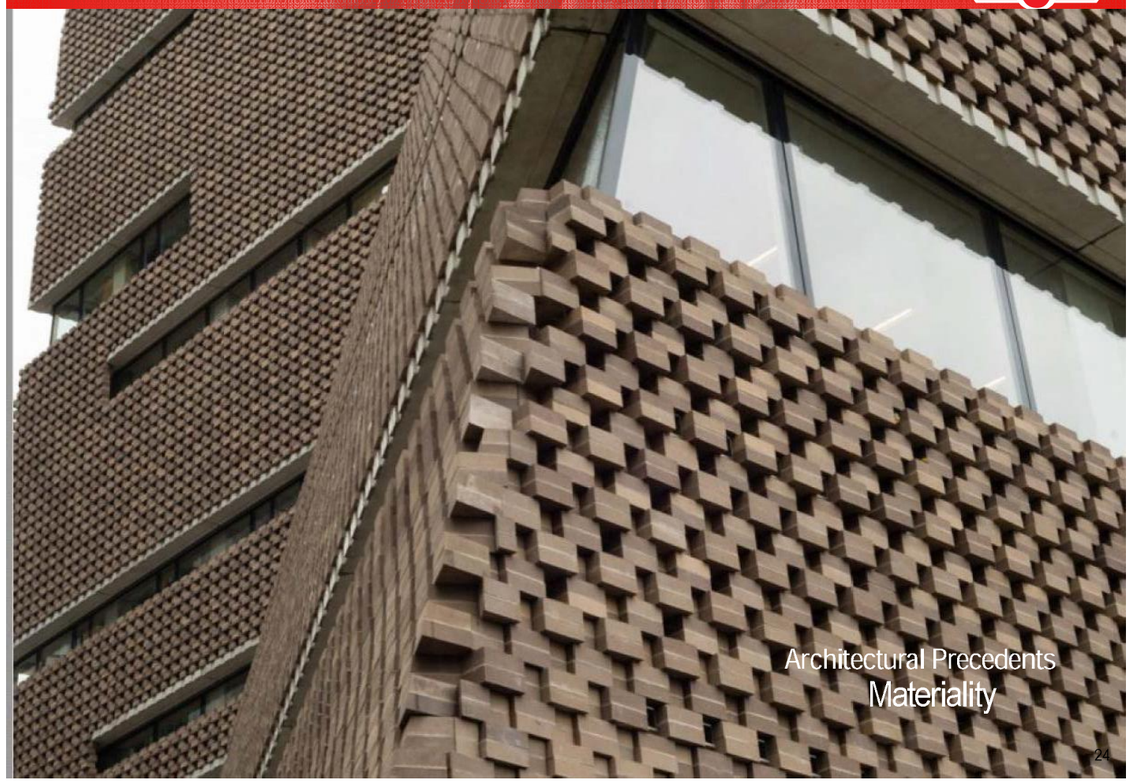
BUILDING SECTION & ANGULAR PLANE



SHADOW STUDIES | Aerial View



Architectural Precedents
Materiality



Architectural Precedents
Materiality

Landscape & Urban Design Precedents

Entrance walkway paving with signature banding

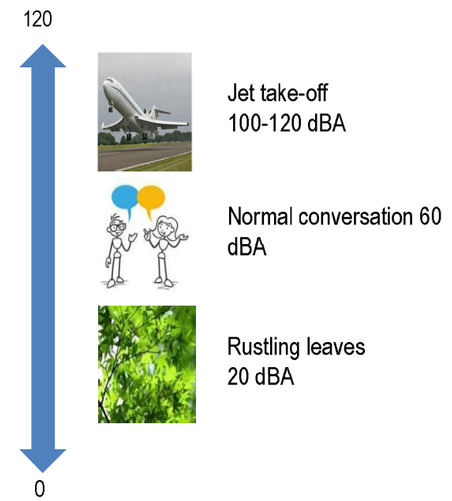
Eco grass lawn

Ornamental grass

Deciduous tree buffer for residential

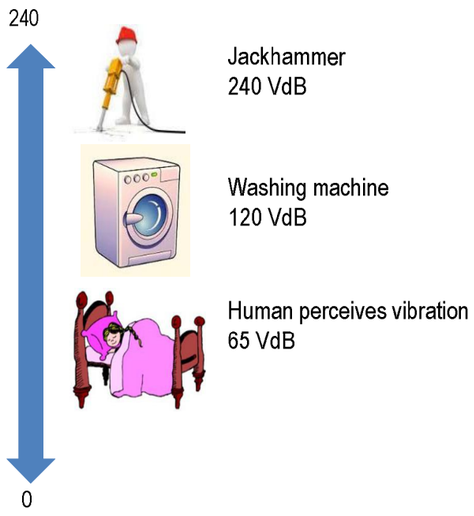
NOISE

- Ministry of the Environment and Climate Change Criteria = 45 decibels
- Noise reduction:
  - Distance setbacks (35 metres from transformer to nearest house)
  - Building walls act as sound barrier
  - Walls and ducts - sound absorbing material



VIBRATION

- Recommended indoor vibration levels for homes is less than 72 VdB
- People perceives vibration at 65 VdB
- Most equipment does not produce vibration
- Vibration reduction (below 72 VdB) – by placing equipment on isolation “pads”



OPERATIONS

- Doors locked; alarmed if intruders enter
- TTC Transit Control – remote monitoring of equipment
- TTC staff visits to building
  - Average – 4 times a month
  - One or two staff
  - Parked car / truck

MAINTENANCE

- Graffiti
  - Call 416-393-3030
  - Response time = 24 hours
- Landscaping
  - Maintained by TTC
  - Grass cutting / tree pruning

WHAT TO EXPECT DURING CONSTRUCTION

- No earlier than 2021
- Approximately 2 years
- Site Management:
  - Secure site
  - Painted hoarding
  - Comply with City of Toronto Noise and Construction Vibration By-Laws
  - Dust monitoring/ control (spray / wash down of vehicle routes)
  - McCowan Road traffic lane reductions
  - Safe pedestrian routes

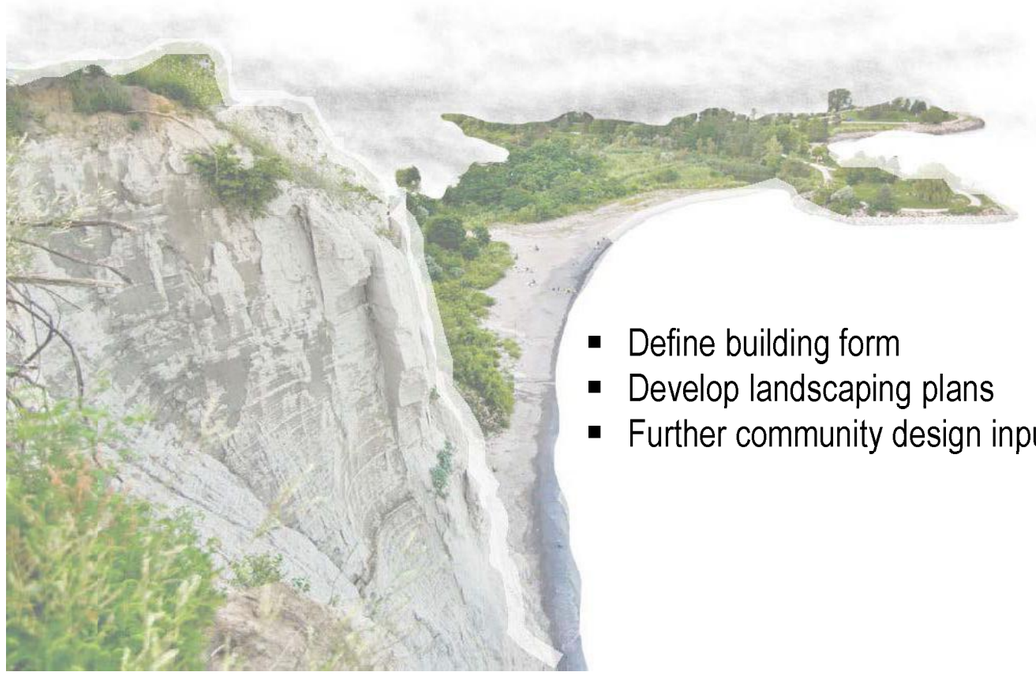
TTC COMMUNITY RELATIONS FOR TRANSIT EXPANSION PROJECTS

- Consistent TTC Community Liaison for the Scarborough Subway Extension project
- Two key points of input from the Community:
  - Incorporate community comments into building design and site plan requirements
  - Liaise and work with the community through design stage and during construction
- TTC Good Neighbour Policy: We will share as much information as possible with the community
- We will listen actively and invite public input into decision making during the design and construction stages

COMMUNITY LIAISON DURING DESIGN

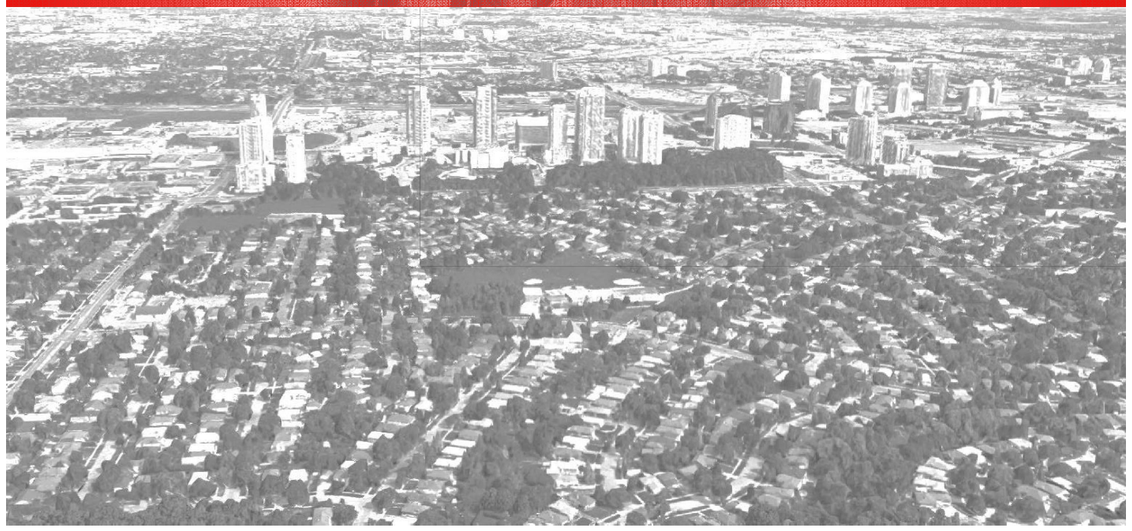
- Bridging the TTC project team with the Community needs by sharing and consulting on design and landscaping options for the TPSS that will best complement the neighbourhood
- Regular dialogue with Community and local Councillor to help identify issues early
- Community meetings
- Explore high-quality options for construction fencing
- Neighbourhood visits
- Personal visits or presentations to local schools
- Multi-lingual communications
- Assist with construction impact mitigation during design stage

NEXT STAGES OF DESIGN



- Define building form
- Develop landscaping plans
- Further community design input

SCARBOROUGH SUBWAY EXTENSION



QUESTIONS?

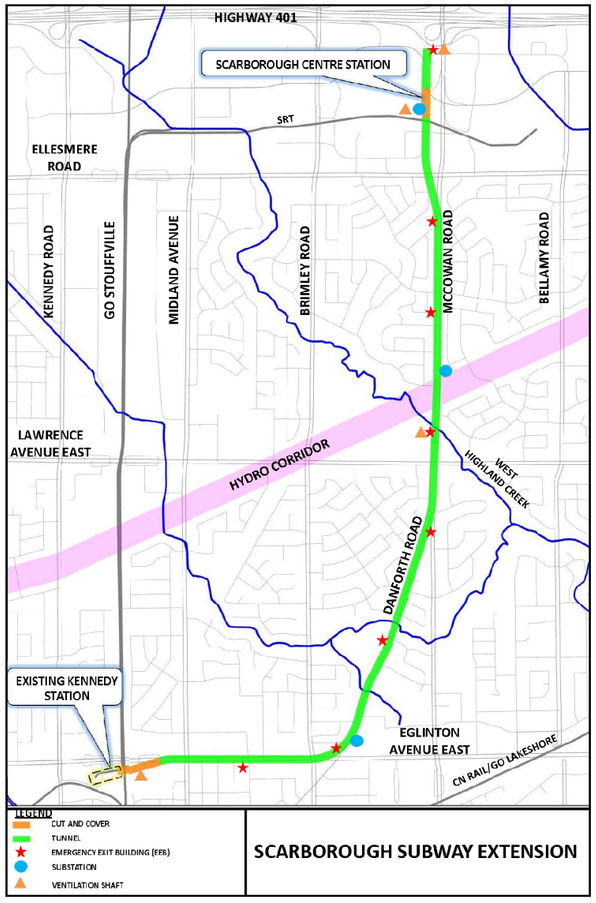
Welcome to Our Public Meeting

Scarborough Subway Extension

Traction Power Substation

at Bellechasse Street and McCowan Road

Please sign in...thank you!



What is a Traction Power Substation?

A Traction Power Substation (substation) provides electrical power to TTC subways. The subway uses direct current (DC), but electricity provided by Toronto Hydro is alternating current (AC). A substation transforms AC into DC to power the subway trains. Electrical equipment is enclosed within a locked substation building, providing security and sound absorption.

SCARBOROUGH
SUBWAY EXTENSION

Substations Within the Neighbourhood

Substations are quiet, very safe and regularly used for subways and streetcar projects. Substations do not emit radiation, electricity or any harmful pollutants and are found in residential neighbourhoods throughout the City of Toronto.

Substation at 4 Glenayr Rd. on Line 1 between St. Clair West Station and Eglinton West Station

21 Granby St. on Line 1 near College Station

587 Lansdowne Ave. on Line 2 near Lansdowne Station

Preferred Location of the Substation

In order to provide power to the Scarborough Subway Extension, a substation must be located every 2 to 2.5 kilometres along the alignment. Engineering studies (known as "load flow" studies) recommended that one of the substations be located within a 500 metre zone from the north side of the hydro corridor to just north of Meldazy Drive. The zone within the hydro corridor is under live overhead wires. As well, Hydro One no longer permits buildings within their hydro corridors.

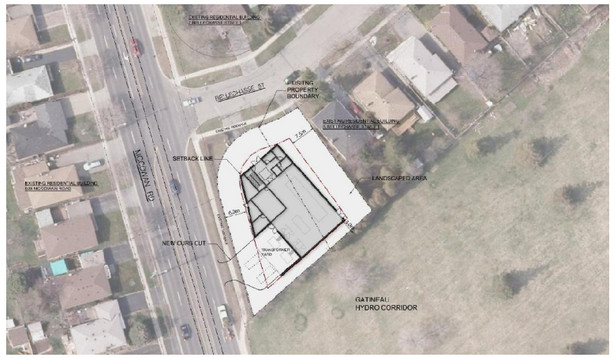
The Bellechasse Street at McCowan Road location is preferred because it requires displacement of fewer households and because it is situated beside the hydro corridor – which is less instrusive for the broader neighbourhood.

500 metre zone (white arrow)

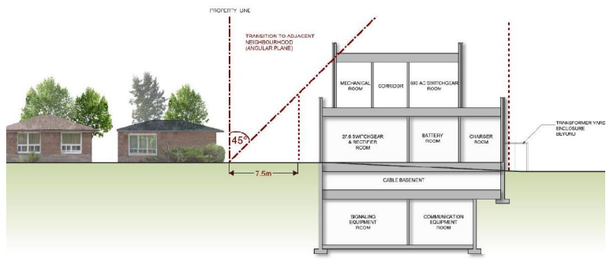
South limit of substation zone under live power lines

SCARBOROUGH
SUBWAY EXTENSION

Conceptual Design of the Substation

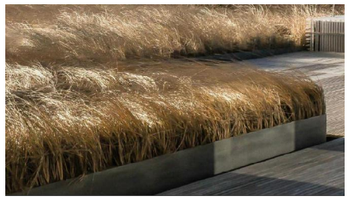


Ground floor plan – The transformer yard is oriented towards McCowan Road, 35 metres (115 feet) from the nearest house. TTC vehicle parking is accessed from McCowan Road.



Section looking south – showing basement level and second storey

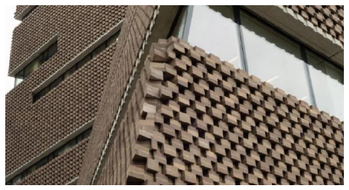
The building is set back at least 7.5 metres (25 feet) from the east property line. The second storey is stepped back from neighbouring properties towards McCowan Road to reduce shadows.



Ornamental grass

Trees will be utilized to act as a buffer for residential neighbours

Trees along street front and enhanced streetscape on Bellechasse



Brick façade

SCARBOROUGH
SUBWAY EXTENSION

AECOM Imagine it. Delivered.

What to Expect During Construction

- No earlier than 2021
- Approximately 2 years
- Site management and a secure site
- Painted hoarding
- Comply with City of Toronto Noise and Construction Vibration By-Laws
- Dust monitoring/ control (spray/wash down of vehicle routes)
- McCowan Road traffic lane reductions
- Safe pedestrian routes

Community Liaison

We will arrange for further meetings to consult on the substation design and to discuss construction. Before and during construction there will be continued and consistent TTC Community Liaison.

Tonight's presentation materials and a summary of the meeting will be posted on the project website.

Email:
scarboroughsubwayextension@toronto.ca

Telephone:
416-338-3095

Project Website:
Scarboroughsubwayextension.ca

We welcome your comments or suggestions!

Thank you!

Display Boards

Appendix D

Email Correspondence with Members of the Public

Nish Bala

From: [redacted]
Sent: May-01-17 3:51 PM
To: scarboroughsubwayextension
Subject: Re: Scarborough Subway Extension Web Inquiry Submission

Then, in comparison, the new subway has NO stops. The LRT has Kennedy + 3 stops before ending at STC. Stop advertising this as a one stop.

From: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Sent: May 1, 2017 8:49 AM
To: '[redacted]
Subject: RE: Scarborough Subway Extension Web Inquiry Submission

In July, 2016, City Council adopted EX16.1, Developing Toronto's Transit Network Plan to 2031, which included direction to remove the 3-stop Scarborough Subway Extension from consideration, and to develop an express option as part of an optimized transit network for Scarborough. Therefore there is only one stop (Scarborough Town Centre).

Thank you
Scarborough Subway Extension Project Team

From: scarboroughsubwayextension@toronto.ca [mailto:scarboroughsubwayextension@toronto.ca]
Sent: April-28-17 7:29 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension Web Inquiry Submission

New Form Submission

Name: [redacted]
Email: [redacted]
Message: How many stops where?

Form submitted from website: www.scarboroughsubwayextension.ca
Visitor IP address: 174.95.50.86

Nish Bala

From: scarboroughsubwayextension
Sent: May-03-17 3:16 PM
To: [redacted]
Subject: RE: subway

Hello [redacted]

On March 28th, 2017, City Council confirmed support for an extension of Line 2 from Kennedy Station express to Scarborough Centre along the preferred McCowan Corridor. The station will be located on the west side of McCowan Road, between Triton Road and Progress Avenue beneath a future extension of Borough Drive. The project will include a bus terminal to serve local and regional routes. The anticipated start for construction is 2020 and the subway is expected to be operational by 2026.

Thank you,
Nish Bala

From: [redacted]
Sent: May-02-17 1:42 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: subway

I would like to know if the subway extension to the town centre is approved, and if so when will be the start date, and eventual end date. I would like to see the subway built, when I have to go down town from Shepard and Meadowvale it takes me 2 hours. PLEASE BUILD THE SUBWAY.

Thank you

[redacted]

[redacted]

Nish Bala

From: scarboroughsubwayextension@toronto.ca
Sent: May-09-17 7:11 PM
To: scarboroughsubwayextension
Subject: Scarborough Subway Extension Web Inquiry Submission

New Form Submission

Name: [redacted]
Email: [redacted]
Message: You are wasting resources on the Ford/Tory subway which should be scrapped. Especially since a former mayor kept insisting it will be good for Scarborough even though he did not live here. Not enough people will use it. Take off your rose coloured glasses and live in the real world. I would still have to take the McCowan Rd bus from south of McCowan and Lawrence to get to the Scarborough Town Centre without a car.Tell me why the Ford/Tory subway is such a good idea? Nooooo body!

Form submitted from website: www.scarboroughsubwayextension.ca
Visitor IP address: 207.164.226.2

Nish Bala

From: [redacted]
Sent: May-10-17 11:26 PM
To: scarboroughsubwayextension
Subject: RE:

Hi Nish. Thank you for your reply. I realize that the closure of the RT for five years would be a disruption but it still seems it is by far the best option for the subway extension. The track and the stations are already there. Extra buses would have to travel the route to accommodate the RT riders during construction. A simple canopy could be erected over the tracks if snow is a concern.
I was not able to attend the meeting tonight because of a previous engagement, but I will make my best effort to attend the next scheduled meeting.

Thanks [redacted]

On Tue, 5/9/17, scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca> wrote:

Subject: RE:
To: "[redacted]" "scarboroughsubwayextension" <scarboroughsubwayextension@toronto.ca>
Received: Tuesday, May 9, 2017, 10:51 AM

#yiv5259459996
#yiv5259459996 -- _filtered #yiv5259459996 {panose-1:2 4 5 3 5 4 6 3 2 4;} _filtered #yiv5259459996 {font-family:Calibri;panose-1:2 15 5 2 2 4 3 2 4;} #yiv5259459996 #yiv5259459996 p.yiv5259459996MsoNormal, #yiv5259459996 li.yiv5259459996MsoNormal, #yiv5259459996 div.yiv5259459996MsoNormal {margin:0cm;margin-bottom:.0001pt;font-size:11.0pt;} #yiv5259459996 a:link, #yiv5259459996 span.yiv5259459996MsoHyperlink {color:#0563C1;text-decoration:underline;} #yiv5259459996 a:visited, #yiv5259459996 span.yiv5259459996MsoHyperlinkFollowed {color:#954F72;text-decoration:underline;} #yiv5259459996 p.yiv5259459996MsoPlainText, #yiv5259459996 li.yiv5259459996MsoPlainText, #yiv5259459996 div.yiv5259459996MsoPlainText {margin:0cm;margin-bottom:.0001pt;font-size:11.0pt;} #yiv5259459996 span.yiv5259459996PlainTextChar {} #yiv5259459996 .yiv5259459996MsoChpDefault {} _filtered #yiv5259459996 {margin:72.0pt 72.0pt 72.0pt 72.0pt;} #yiv5259459996 div.yiv5259459996WordSection1 {} #yiv5259459996

Hi [redacted]

The Scarborough RT (SRT), which operates between Kennedy Station and McCowan Station, is nearing the end of its design life. One of the key project objectives of the Scarborough Subway Extension (SSE) is to replace the SRT once it is in operation. The SRT corridor was considered during the planning phase of the study and evaluated as part of the initial business case that was received by City Council in July 2016. It was determined that the SRT corridor option would require the shutdown of the SRT line for 5 years during construction.

Thank you,
Nish
Bala

-----Original Message-----

From: [redacted]

Sent: May-06-17 12:28 PM

To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>

Subject:

Hi. I have a simple question. Why is the current route of the LRT not being considered for the subway extension? There are existing areas where the subway travels outdoors now. Even if a simple canopy would need to be erected it would be much less work than a new tunnel.
Look forward to your response.
Thanks, [redacted]

Nish Bala

From: scarboroughsubwayextension@toronto.ca
Sent: May-11-17 9:49 AM
To: scarboroughsubwayextension
Subject: Scarborough Subway Extension Web Inquiry Submission

New Form Submission

Name: [redacted]
Email: [redacted]
Message: I think this project has no addition to scarborough residence butit ll increase their burden and increase the time they spent in ttc since closing 3 station s at once (Elsmere , lawranca, midland) ll make burden on residence arround those stations to take buses, which is slower mean of transit to reach scarborough center or kenedy this ll increase the time peoplespend on ttc . Secondly, canaceling the project that ll connect sheppard to scarborough center make this project with no additional value. I think the 7 stops LRT that passes from sheppard station to progress to scarborough center and then connecting this line to university of toronto at military ,if possible, trail will be more effecient.

Form submitted from website: www.scarboroughsubwayextension.ca
Visitor IP address: 99.228.195.12

Nish Bala

From: Nish Bala
Sent: May-12-17 1:22 PM
To: scarboroughsubwayextension
Subject: FW: good meeting

Nish Bala
416-392-6682

From: Mike Logan
Sent: May-12-17 12:53 PM
To: Nish Bala <Nish.Bala@toronto.ca>; Gary Papas <Gary.Papas@toronto.ca>
Subject: FW: good meeting

For the TPAP record.

From: [redacted]
Sent: May-12-17 12:47 PM
To: Mike Logan <Mike.Logan@toronto.ca>; Gary.Carr@ttc.ca
Cc: James Perttula <James.Perttula@toronto.ca>
Subject: good meeting

Gentlemen,

Just a quick note to commend Mike, and all of you, for an informative presentation at the Civic Centre on Wednesday evening. There has obviously been a lot of good work completed and significant detail has been added to the evolving plan.

It is too bad that these information meetings are treated as a political bullpen by some people – who could also use a refresher course in good manners. I suspect that you have become accustomed to such behaviour – that adds nothing to your planning efforts and ought to be brought forward to their political representatives.

The overall plan – both transit and transportation – are coming along well and are key elements of Council's wish to have Scarborough Centre become one of five key development hubs in Toronto.

I did note that there was some reference to 'cycle parking' in the plan – but there was no reference to parking for people from around Scarborough, Pickering and Markham, who do not live on good transit lines and (hopefully) will drive to the new station and at least take the Subway from there.

While this matter seems to be outside the actual plan, it is critical that the TTC and Green P try to provide some service, in conjunction with the Town Centre. Can I enquire if there has been any progress on this aspect of the development?

Sorry I did not have a chance to say 'hello'....keep up the good work!

All the best,
[redacted]

[redacted]

PS Well done on the bus depot and the increased number of lines that will have direct links to the Subway – another key factor in encouraging more transit use.

Nish Bala

From: scarboroughsubwayextension
Sent: May-15-17 8:45 AM
To: [redacted]
Cc: [redacted]
Subject: RE: Bloor-Danforth Subway Extension - Scarborough Centre (Questions)

Hello [redacted],

Parking is outside the scope of the Scarborough Subway Extension (SSE) Project. Toronto Parking Authority has advised that it is typically very difficult to achieve a positive return on investment in commuter parking facilities. However, given the planned density for Scarborough Centre, there may be an opportunity to provide commuter parking facilities integrated with transit-oriented development and/or in partnership with private landowners near the future station.

In accordance with National Fire Protection Agency 130 (NFPA) and TTC Standards (DM-0102-03/4.2.1), emergency egress from the tunnel shall be provided throughout the underground system so that the distance to an exit shall not be greater than 381 metres. Therefore the maximum distance from emergency exit to emergency exit or emergency exit to station shall be 762 metres. The SSE has 8 proposed emergency exit buildings.

In regards to adaptation, the Environmental Study Report will include a section on adaptation for the surface structures (Scarborough Centre Station and Bus Terminal, Emergency Exit Buildings, Ventilation Shafts, and Traction Power Substations).

Thank you,
Nish Bala

From: [redacted]
Sent: May-11-17 10:07 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Cc: [redacted]
Subject: Bloor-Danforth Subway Extension - Scarborough Centre (Questions)

Hello,

Thanks for the presentation on Wed May 10. There are a couple of questions that we did not have an opportunity to ask during the PIC meeting.

1) During and after the subway station construction, will the City maintain the same level of public parking and will the parking rates be "reasonable", i.e. same or similar to current?

2) We would expect people from the 905 and further parts of Scarborough to park and use the subway at Scarborough Centre to go downtown. We hope that the parking lot situation will be well thought out and more accessible then Yorkdale. GO stations have dedicated parking for commuters. What model will the City follow to ensure there is sufficient and accessible parking for both visitors and commuters at Scarborough Centre?

3) We spoke briefly about emergency plans for the 6.2 km stretch but I feel the City could further investigate emergency situations. The subway tunnel is very deep and the distance is long. In the next 15 - 20 years we can expect more extreme weather and other emergency situations. Climate change adaptation is a new area but the subway is a long term investment. I think may be worthwhile to consider building in some preliminary options for the future. Perhaps more discussion and consultation for a draft safety and climate adaptation checklist.

Thanks,

[redacted]

Nish Bala

From: [redacted]
Sent: May-16-17 11:59 AM
To: scarboroughsubwayextension
Subject: Re: Questions regarding submitting comments for the Scarborough Subway Extension TPAP Process

Excellent, I will have a look at the report and the materials on the project's website. Thank you for your help Nish!

Have a great day,

[redacted]

-------- Original Message --------
Subject: RE: Questions regarding submitting comments for the Scarborough Subway Extension TPAP Process
From: scarboroughsubwayextension
To: '[redacted],scarboroughsubwayextension
CC:

Hello[redacted]

There are a few ways to submit feedback during TPAP:

• Review the Draft Environmental Project Report Executive Summary & other Project materials online: scarboroughsubwayextension.ca
• Email: scarboroughsubwayextension@toronto.ca
• Call us: 416-338-3095

During TPAP, there is a "120 day" consultation period (May-August 2017) for the public to submit comments on the project. In August, a copy of the Environmental Project Report will be made available for the public to comment for 30 days.

Thank you,

Nish Bala

From: [redacted]
Sent: May-12-17 1:22 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Questions regarding submitting comments for the Scarborough Subway Extension TPAP Process

Good afternoon,

I attended the Scarborough Subway Extension TPAP and Environmental Assessment meeting at the Scarborough Civic Centre on Wednesday May 10, 2017, as well as the Scarborough on the Move Public Meeting.
However, I did not get a chance to provide my comments or ask questions. I understand that the public can still provide comments online for the subway TPAP, but I'm unsure how to do so.

Is there is an online form I can complete or do I simply send an email message with my comments? Also, is there a deadline to provide comments as well before the end of the TPAP process?

Thank you for your assistance,

[redacted]

Nish Bala

From: scarboroughsubwayextension@toronto.ca
Sent: May-16-17 9:13 AM
To: scarboroughsubwayextension
Subject: Scarborough Subway Extension Web Inquiry Submission

New Form Submission

Name: [redacted]
Email: [redacted]
Message: I think better than demolishing the SRT and replacing it with more than 6 -kilos long tunnel connecting Scarborough Center and Kenedy and demolishind the 3 stops between them as this process has no additional values but it ll harm the people located around those 3 stops and increase the transit time. Better than that is to keep the SRT as it is and renew it if it is aging and build a subway line conncting Scarborough center with Don Mills station with only 1 small stop, if possible, at sheppard and warden or sheppard and pharmacy.

Form submitted from website: scarboroughsubwayextension.ca
Visitor IP address: 99.228.195.12

Nish Bala

From: scarboroughsubwayextension@toronto.ca
Sent: May-17-17 7:52 PM
To: scarboroughsubwayextension
Subject: Scarborough Subway Extension Web Inquiry Submission

New Form Submission

Name: [redacted]
Email: [redacted]
Message: I am excited about a subway into Scarborough Centre. It's about time that we had a major transportation plan approved! When the subway has the go ahead they will come

Form submitted from website: www.scarboroughsubwayextension.ca
Visitor IP address: 173.34.181.203

Nish Bala

From: [redacted]
Sent: May-24-17 8:59 PM
To: scarboroughsubwayextension
Subject: Re: Trap-E6 Item 37 Elevators

I am concerned about a misunderstanding.
I am sure the new station will provide vertical access.
I wrote to remind the project of pubic feedback that forcing passengers to switch elevators to change levels adds hardship to their transit trip. To retro fit elevators into an existing station presents a problem to install a single shaft elevator.
As the Scarborough Center station is a fresh design, they should consider designing activity at each level to access a single shaft elevator.
Because there are two platforms, hopefully both elevators could service all levels.
I doubt if much effort will be made to do this.
I would hope they try to place elevators that service different levels as close together as possible.

Let me know if you can't understand me.

On Wed, May 24, 2017 at 1:26 PM, scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca> wrote:

> Hello,
>
> Customer access and convenience is a very important station design criteria. As such, the station will be designed to be AODA compliant and there will be elevators and escalators put in place to improve vertical access.
>
> Thank you

From: [redacted]
Sent: May-13-17 11:57 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Trap-E6 Item 37 Elevators

E.6. Future Commitments
Table E6-1: Future Commitments / Permits and Approvals

37. Urban Design Work with the City of Toronto to ensure that the design and disposition of the various functional elements of Scarborough Centre Station including, but not limited to, the station entrances, Bus Terminal, EEBs, ventilation structures, TPSS, and other at grade building service installations on the station site and / or along the preferred alignment comply with current City of Toronto planning and urban design policies and guidelines and the Transportation Services' current City standards applicable to streetscape elements within the public right-of-way (ROW) i.e., pedestrian and cycling facilities and street furniture. A Design Brief outlining the SSE alignment and station site context is to be provided to clarify and guide the building and site design and development expectations.

E.7. Consultation Process
E.7.2 Consultation during the Preliminary Planning
E.7.2.1 Public Communication and Consultation Public Meetings during the preliminary planning phase were held between January 2015 and June 2016.

Elevator shafts.
At the meeting in January 2015, a gentleman spoke of the difficulties for wheel chair users to change levels at the Kennedy Station. It takes over 1/ 2 hour to transfer levels because it involves 2 or 3 elevators. I personally don't know the veracity of this problem but I have remarked that the project team did not note his issue even though he had made a great effort to attend the meeting. I was moved by this gentleman's plight and would like to know to what extent efforts have been made to facilitate level transfers for wheel chair users and mothers with strollers. With a totally new station, I would look for a single shaft elevator.

Nish Bala

From: scarboroughsubwayextension
Sent: May-31-17 1:30 PM
To: [redacted]
Subject: RE: Trap-E6 Item 47 Traffic Impact Study

Hello[redacted]

Yes, the TIS will also evaluate temporary impacts that may occur during construction activities – these would include potential lane closures, bus rerouting, and accounting for truck trips.

Going back to your concerns regarding future traffic volumes, the TIS will also focus on future conditions – which includes updated traffic and bus volumes.

We agree McCowan is a heavily used arterial roadway, and provides key access for STC shoppers. As previously noted however, buses will continue to have access via Triton Road which is a bus-only roadway from McCowan to just east of Brimley. This is a significant advantage in that it significantly reduces the interaction with traffic on mall roadways.

Finally, your concern regarding buses staying on schedule will be addressed by the TTC as they continually evaluate schedules in relation to actual travel time and implement schedule adjustments and/or congestion management techniques, in their attempt to provide customers with the service that it advertises.

Thank you.

From: [redacted]
Sent: May-30-17 11:05 AM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Re: Trap-E6 Item 47 Traffic Impact Study

Section E5 of the Executive summary of the Trap

E.5. Environmental Impacts, Mitigation Measures and Monitoring The environmental impacts for the Scarborough Subway Extension (SSE) are categorized as follows: Displacement of Existing Features by Project Facilities – Permanent impacts to existing features located within the footprint of the Project that are physically altered to accommodate Project facilities. Construction Impacts – Temporary impacts, occurring only during construction activities. Operations and Maintenance Impacts – **Ongoing and long-term impacts occurring during operations and maintenance activities.** Key impacts and mitigation measures associated with each of these categories are described below.

The highlighted text diminishes your assertion "the function of the TIS is to identify trips generated by the proposed use (includes buses), and the impact these newly generated trips have on the surrounding road network. The evaluation focuses on the AM and PM peak period and peak hour – i.e. the busiest traffic periods."

Please discuss E5 in light of my concerns
"I feel the Traffic Impact Study should anticipate the traffic volume flows of vehicles with the addition of additional bus routes to the McCowan and Progress roads.
These roads have peak utilization periods based on customers to the Scarborough Town Centre shopping mall. There is a spike period during the last three weeks of December.
McCowan road is heavily used during rush hours.

Weekend and long weekend bus schedules will have to deal with heavy mall traffic conditions.

I would want to know whether buses can stay on schedule, having to contend with the these peak points. Conversely, vehicle access to the mall are already congested in peak periods so how much more congestion is added by more bus lines. "

[redacted]

Virus-free. www.avg.com

On Mon, May 29, 2017 at 10:35 AM, scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca> wrote:

Hello [redacted]

The Traffic Impact Study (TIS) is a future commitment of this project, and a key submission requirement during the formal Site Plan Application review process for the Scarborough Centre Station.

It is typical for the project team to meet with District Planning / Transportation Services staff to scope out the details of the TIS. However, please note the function of the TIS is to identify trips generated by the proposed use (includes buses), and the impact these newly generated trips have on the surrounding road network. The evaluation focuses on the AM and PM peak period and peak hour – i.e. the busiest traffic periods.

TIS' generally do not evaluate holiday traffic levels (i.e. Christmas) as they are not typical indicators of daily traffic volumes. Further, a TIS will generally use traffic volumes derived during weekday, non-summer periods for the best snapshot of existing volumes and intersection level of service.

The intersection level of service will provide insight into the amount of delay a bus route may encounter during the AM and PM peak periods. The TIS can also provide an opportunity to adjust signal timing to ensure buses arrive on-time.

Notwithstanding the above, a key benefit of the bus terminal concept is that the majority of buses will continue to have access via Triton Road which is a bus-only roadway from McCowan to just west of Brimley. This is a significant advantage in that it significantly reduces the interaction with traffic on mall roadways. In addition, as traffic congestion grows in the area in the future, TTC continually evaluates the schedules in relation to actual travel time and implements schedule adjustments and/or congestion management techniques, in their attempt to provide customers with the service that it advertises.

Thank you for your continued interest in the SSE project.

Nish Bala

From: [redacted]
Sent: May-25-17 10:06 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Trap-E6 Item 47 Traffic Impact Study

E.6. Future Commitments
Table E6-1: Future Commitments / Permits and Approvals

47. Transportation Conduct a Traffic Impact Study for the operation of the new Scarborough Centre Station.

I feel the Traffic Impact Study should anticipate the traffic volume flows of vehicles with the addition of additional bus routes to the McCowan and Progress roads.
These roads have peak utilization periods based on customers to the Scarborough Town Centre shopping mall. There is a spike period during the last three weeks of December.
McCowan road is heavily used during rush hours.
Weekend and long weekend bus schedules will have to deal with heavy mall traffic conditions.

I would want to know whether buses can stay on schedule, having to contend with the these peak points. Conversely, vehicle access to the mall are already congested in peak periods so how much more congestion is added by more bus lines.

[redacted]

Nish Bala

From: Mike Logan
Sent: June-08-17 5:10 PM
To: [redacted]
Cc: scarboroughsubwayextension
Subject: FW: SSE TPAP Objectives

Hi [redacted]

I'm sorry that it's taken a while for us to respond to your questions below. I first wanted to clarify the process, including the deadlines for submitting comments, in response to your first question.

The Transit Project Assessment Process (TPAP) Commenced on April 27, 2017. The Environmental Project Report (EPR) must be finalized within 120 days after Commencement but may be completed earlier (in the case of the SSE, the EPR must be completed by late August).

The project team is currently consulting with the public, stakeholders and government agencies and will address comments received, as appropriate, in the final EPR.

Once the EPR has been finalized, the City will issue the Notice of Completion for the TPAP. At that time, the final EPR will be made available to the public for a 30 day review period. During the public review period, all comments must be submitted to the Ministry of Environment and Climate Change, and should be copied to the City. We will work with the Ministry to address all comments received during that 30 day review period.

We will provide further information to address your other questions in the next few days. In the meantime, I trust that this helps.

As always, feel free to reach out to me.

Mike Logan, MCIP RPP
Acting Program Manager
Transit Implementation Unit | City Planning

416.892.8588 (m)
416.338.5568 (o)
100 Queen Street West
21st Floor, East Tower

From: Scarborough Transit Action [mailto:scarboroughtransitaction@gmail.com]
Sent: May-31-17 4:12 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: SSE TPAP Objectives

Dear Nish Bala,

I would like to request clarification on the SSE TPAP:

1. When is the deadline for submitting comments?
2. Could you give some more detail about "E.3.1 Objectives"? Specifically, what does it mean to make transit "as attractive an option as practically possible"? To what does "cost effectiveness" apply? Where did objectives 2 and 4 originate? Can you provide reference to the documents from which they were taken?
3. Do you have a copy of Map 4 referenced in #40 of Table E6-1 Future Commitments / Permits and Approvals?
4. The TPAP document is an Executive Summary. Do you have the full report?

Thank you for your assistance.

Sincerely,

[redacted]

Nish Bala

From: [redacted]
Sent: June-14-17 5:08 PM
To: scarboroughsubwayextension
Subject: Re: Questions about the new plan

Than you so much for taking the time to answer my questions. You have been of great help to me :)! And I am pleased to hear that a new station is being built nearby my house at Lawrence East !

From: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Sent: June 14, 2017 1:54 PM
To: '[redacted] scarboroughsubwayextension
Subject: RE: Questions about the new plan

Hello[redacted]

To clarify, only the Lawrence RT Station will be replaced by a rapid transit station. In this case, it's the Lawrence SmartTrack Station that will be constructed in the same location as the Lawrence RT station once the RT is decommissioned following the opening of the Scarborough Subway Extension. The 54 Lawrence E bus will still serve this location and provide an important transfer opportunity. All other stations (i.e. Ellesmere) which currently have bus service will see those services rerouted to either Kennedy or the new Scarborough Centre station for a transfer opportunity.

Please let us know if you have any other questions.

Regards,
Nish Bala

From: [redacted]
Sent: June-13-17 6:55 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Re: Questions about the new plan

Thank you so much for your reply Nish, i really appreciate it. So to clarify ,after the stations such as Lawrence and Midland are taken away, will they be replaced with bus terminals which takes one directly to Kennedy station or Scarborough Center station? I am asking because I am a resident who lives two minutes away from the RT station and use it everyday to get to downtown for work. It has helped my commute immensely as i do not need to wait for a bus. I am just wondering what my options will be after it is being taken away .

Hope to hear back from you soon :)

From: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Sent: June 13, 2017 10:42 AM
To: '[redacted]carboroughsubwayextension
Subject: RE: Questions about the new plan

Hello [redacted]

Thank you for your interest in the Scarborough Subway Extension project.

The Scarborough RT (SRT), which operates between Kennedy Station and McCowan Station, is nearing the end of its design life. City Council has approved the replacement of the SRT with the Scarborough Subway Extension (SSE) – which will see Line 2 extend from Kennedy Station express to Scarborough Centre along the McCowan Corridor. In addition to the SSE, City Council adopted the Scarborough Transit Network Plan, which includes the Eglinton East LRT and two SmartTrack Stations along the Stouffville Corridor; Lawrence and Finch.
While the subway is under construction, the SRT will be kept in service until the subway is operational – which is slated for Q2 2026. Once the SSE is in place, the SRT will be decommissioned (which includes all the guideway and stations).
In the future, to address the loss of stations along the SRT corridor, TTC will re-route buses to facilitate transfers which were previously served by RT Stations to either Kennedy or Scarborough Centre Stations, or the future Lawrence SmartTrack Station.
Thank you,
Nish Bala

From: [redacted]
Sent: June-12-17 1:07 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Questions about the new plan

Hello there :)
I just have a few questions regarding the scarborough subway extension. I was wondering what is going to happen to all the stations in between Kennedy and Scarborough Town center such as Lawrence East station, Midland, Ellesmere, etc? Will they be demolished? Will they be replaced with bus stands? How will people who live there easily access a subway station? Will they have to take a bus either to Kennedy or Scarborough station? Thank you for taking the time to read my email. I hope to hear back soon.

Nish Bala

From: scarboroughsubwayextension
Sent: June-16-17 2:29 PM
To: [redacted]scarboroughsubwayextension
Subject: RE: Transit Question received as part of SCTMP Work

Good morning [redacted]

TTC has developed a conceptual bus network to support the Scarborough Subway Extension. This network will be refined closer to the opening of the subway in 2026 and will take into consideration changes to traffic conditions and travel patterns.

The changes to the 190 SCARBOROUGH CENTRE ROCKET, would remain on Sheppard Avenue with access to/from Scarborough Centre Station via McCowan Road. This is consistent with providing a strong grid network of express services in Scarborough and providing a new express service east of Midland Avenue while strengthening both Sheppard Avenue East and McCowan Road as major transit corridors. The connection between Don Mills Station and Scarborough Centre Station will be maintained by this change. This approach is reflected in the TTC's Express Bus Study, which is before the TTC Board at its meeting on June 15, 2017.

The TTC will review the conceptual network in several years, prior to the opening of the subway, with opportunity for public feedback at that time.

Thank you,

Nish Bala

From: [redacted]
Sent: June-13-17 6:53 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Re: Transit Question received as part of SCTMP Work

Thanks Nish

What about the 190 express? How will this connect in to STC? Where will it travel along to get to Sheppard? What options are being considered to increase speed and reliability of this route?

Thanks,
[redacted]

Sent from my iPad

On Jun 13, 2017, at 2:22 PM, scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca> wrote:

> Hello [redacted]
>
> Thank you for your interest in the Scarborough Subway Extension (SSE) project.

The Brian Harrison Way entrance is currently connected to the existing Scarborough Centre RT station. This connection will remain while the SSE is under construction. However, once the SSE is fully operational, the SRT (which includes the station, bus terminal, and guideway) will all be decommissioned. The SRT area today is planned to be repurposed into a bus layover area.

Therefore, the closest southwesterly entrance to the station can be accessed from the existing bridge that spans Triton Road and connects to the south entrance of the mall. This bridge will be reconstructed to include a vertical access from the bridge-level to the Triton-level bus platform.

If you are travelling by bus along the Ellesmere corridor, please note TTC plans to reroute the following buses into the future Scarborough Centre Station bus terminal:

- 93 Ellesmere East
- 95 York Mills
- 295 Ellesmere Rocket (west and eastbound)

Please let us know if you have any other questions.

Regards,

Nish Bala

Nish Bala

From: Scarborough Transit Action [redacted]
Sent: June-19-17 12:35 PM
To: scarboroughsubwayextension
Subject: Re: SSE TPAP Objectives

Hello Nish,

Thank for responding to my questions.

It is a big help.

All the best,

[redacted]

On Mon, Jun 19, 2017 at 8:33 AM, scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca> wrote:

> Hello [redacted]
>
> In addition to Mike's reply, please see the project team's responses to the additional questions.
>
> **Could you give some more detail about "E.3.1 Objectives"? Specifically, what does it mean to make transit "as attractive an option as practically possible"? To what does "cost effectiveness" apply? Where did objectives 2 and 4 originate? Can you provide reference to the documents from which they were taken?**
>
> The objectives are defined in the Scarborough Subway Extension Terms of Reference and have guided the project since its beginning in January of 2015.

A draft Terms of Reference was developed and shared with the public during our Phase 1 consultations in early 2015. The Terms of Reference were then finalized based on comments received. The report on the results of this consultation is found online and will be linked to the final EPR. The phase 1 consultation report is available online.

Do you have a copy of Map 4 referenced in #40 of Table E6-1 Future Commitments / Permits and Approvals?

Here is the link to Map 4 from the Official Plan that is referenced in the Future Commitments table. The McCowan alignment will need to be recognized on Map 4 of the Official Plan prior to commencing construction.

The TPAP document is an Executive Summary. Do you have the full report?

It is anticipated the full report will be completed and made available for public review no later than August 27, 2017. The EPR will be made available electronically on the project website, and hard copies will also be made available. The public will have 30 days to review the full report after the City issues the Notice of Completion.

Thank you,

Nish Bala

From: Mike Logan
Sent: June-08-17 5:10 PM
To: [redacted]
Cc: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: FW: SSE TPAP Objectives

Hi Brenda,

I'm sorry that it's taken a while for us to respond to your questions below. I first wanted to clarify the process, including the deadlines for submitting comments, in response to your first question.

The Transit Project Assessment Process (TPAP) Commenced on April 27, 2017. The Environmental Project Report (EPR) must be finalized within 120 days after Commencement but may be completed earlier (in the case of the SSE, the EPR must be completed by late August).

The project team is currently consulting with the public, stakeholders and government agencies and will address comments received, as appropriate, in the final EPR.

Once the EPR has been finalized, the City will issue the Notice of Completion for the TPAP. At that time, the final EPR will be made available to the public for a 30 day review period. During the public review period, all comments must be submitted to the Ministry of Environment and Climate Change, and should be copied to the City. We will work with the Ministry to address all comments received during that 30 day review period.

We will provide further information to address your other questions in the next few days. In the meantime, I trust that this helps.

As always, feel free to reach out to me.

Mike Logan, MCIP RPP

Acting Program Manager

Transit Implementation Unit | City Planning

416.892.8588 (m)

416.338.5568 (o)

100 Queen Street West

21st Floor, East Tower

From: Scarborough Transit Action [redacted]
Sent: May-31-17 4:12 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: SSE TPAP Objectives

Dear Nish Bala,

I would like to request clarification on the SSE TPAP:

1. When is the deadline for submitting comments?
2. Could you give some more detail about "E.3.1 Objectives"? Specifically, what does it mean to make transit "as attractive an option as practically possible"? To what does "cost effectiveness" apply? Where did objectives 2 and 4 originate? Can you provide reference to the documents from which they were taken?
3. Do you have a copy of Map 4 referenced in #40 of Table E6-1 Future Commitments / Permits and Approvals?
4. The TPAP document is an Executive Summary. Do you have the full report?

Thank you for your assistance.

Sincerely,

[redacted]

Nish Bala

From: scarboroughsubwayextension
Sent: June-23-17 11:54 AM
To: [redacted]
Cc: scarboroughsubwayextension
Subject: RE: Question and comment

Hello [redacted],

Thank you for your interest in the Scarborough Subway Extension project.

The Scarborough RT (SRT), which operates between Kennedy Station and McCowan Station, is nearing the end of its design life. City Council has approved the replacement of the SRT with the Scarborough Subway Extension (SSE) – which will see Line 2 extend from Kennedy Station express to Scarborough Centre along the McCowan Corridor. In addition to the SSE, City Council adopted the Scarborough Transit Network Plan, which includes the Eglinton East LRT and two SmartTrack Stations along the Stouffville Corridor; Lawrence and Finch.

While the subway is under construction, the SRT will be kept in service until the subway is operational – which is slated for Q2 2026. Once the SSE is in place, the SRT will be decommissioned (which includes all the guideway, bridges and stations).

During construction of the subway, the parking lot beneath the SRT structure will be used as a construction work site. Once the subway project is complete, those lands must be restored to the pre-construction conditions. Please note however, the existing parking lot lands belong to Oxford Properties, and they may wish to develop on-top the parking lot in the future.

In terms of replacing the SRT vehicles, unfortunately this is not an option. The SRT vehicles are no longer produced by the same company. Prior to Transit City, the TTC considered replacing the existing SRT vehicles (Mark I cars) with the newer version train car (Mark II), however this would require structural work to the tracks and guideways to accommodate the bigger vehicles.

Nish Bala

From: [redacted]
Sent: June-22-17 10:41 AM
To: scarboroughsubwayextension
Subject: Question and comment

Hi
I am located in front of the Srt between Mccowan station and Scarborough Center station and i d like to ask what ll you do to the bridge on which the SRt pass will you demolish it?and what ll be the fate of Mccowan station?and what ll be the fate of the parking lot on which the SRT bridge between Mccowan station and Scarborough Center station passes ?will this parking lot still as it is or you ll build large resiedential bulding on it?
Why don t you renew the SRt vehicle and instead of bulding a subway connecting Scarborough Center and kenedy and shutting down 3 stations which ll harm residents around those station and instead of that extending a subway line from Don Mills station to Scarborough Center station with one stop at Sheppard Warden which is very needed by lots of people!!!!!

Nish Bala

From: scarboroughsubwayextension@toronto.ca
Sent: July-05-17 4:44 AM
To: scarboroughsubwayextension
Subject: Scarborough Subway Extension Web Inquiry Submission

New Form Submission

Name: [redacted]
Email: [redacted]
Message: Hello there! I've been hearing about this project for some time now, and I think I'd like to put in a suggestion. Currently, the project has the McCowan Corridor as the preferred corridor to Scarborough Centre, which is fine by me, but I feel like it would be a bit of a missed opportunity not to have a subway station located at McCowan and Lawrence. At this intersection, there's a hospital nearby, and I think it could be a good thing to have a subway connection here as well as by buses. Maybe it could be built as an infill station much like North York Centre Station with connections to the local hospital similar to that of Leslie Station, and the entrances can be built at maybe two or three corners of the intersection as simple stairways leading down to a concourse area like Osgoode or St. Patrick Stations. From street level to concourse, there could be an elevator located on the pedestrian island with another elevator going down to the subway platform within the fare paid zone. The subway platform might be better as a central platform, rather than a side platform for ease of access to trains in both directions. So, in short, this would be my suggestion for having a subway station at McCowan and Lawrence. I would greatly appreciate it if this idea is considered, but I will understand if it becomes something that cannot be done in the near future. Thank you very much for allowing me an opportunity to lend you my feedback on this project! My Regards, [redacted].

Form submitted from website: www.scarboroughsubwayextension.ca
Visitor IP address: 172.97.181.79

Nish Bala

From: [redacted]
Sent: July-12-17 12:54 PM
To: scarboroughsubwayextension
Subject: I implore you

Dear sir/madam,
I am located near Scarborough Town Center and i realy implore you to give the Scarborough subway extention project another think.
1st of all shutting down the 3 stations between Scarborough Town Center and Kenedy under pretext that they are not used is considered exageration i always take the SRt and i can see that those stations are are used by lots of people.
2nd i implore you to give priority to the construction of LRT or subway connecting scarborough town center to Don mills station which is strongly needed to not only people going from Scarborough Town Center and Center along Sheppard avenue but also for people spending 1 hour in the 199 bus to go from Scarborough Town Center to finche station.
So, what i recommend is either renewing the SRT and extending a subway line from Don mills station to Scarborough Town center or bulding LRt from kenedy to Don Mills passing through Scarborough Town Center.
Thank you.

Appendix C-5

Technical Advisory Committee Consultation Documents

Gary Papas

From: scarboroughsubwayextension
Sent: Monday, May 08, 2017 8:37 AM
To: scarboroughsubwayextension
Cc: James Perttula; Mike Logan; Gary Papas; Dipak Dhrona; Alan Filipuzzi; Victor Gottwald; Diana Birchall; Stella Gustavson; Andrea Old; Nasim Norouzi; 'ben.morell@toronto.ca'; Kelly Dynes; 'pual.zuliani@toronto.ca'; Kristin Olson; Michael Hain; 'mike.popik@toronto.ca'; Ian J. Brown; Peter Viducis; Scott Pasternack; Patricia Simpson; 'connie.langeigne@toronto.ca'; 'david.mcelroy@metrolinx.com'; 'david.phalp@metrolinx.com'; Alex Shevchuk; Tim Park; 'nmckenzie1 @torontohydro.com'; 'gary.carr@ttc.ca'; 'mark.mis@ttc.ca'; Arthur Sinclair; John Mende; Marko Oinonen; Bob Taylor; 'RAfoom-Boateng@trca.on.ca'; 'khawar.ashraf@aecom.com'; 'amy.amir@aecom.com'; 'connie.langeigne@toronto.ca'; Gary Papas; 'gary.carr@ttc.ca'; 'Tessa.Mackay@ttc.ca'
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Technical Advisory Committee members,

Please find a link to the Scarborough Subway Extension Draft Environmental Project Report (EPR) below:

File	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf	92,656KB

If you wish to receive a hard copy or CD, please indicate the number of copies.

The deadline for comments on the draft EPR is **June 12, 2017.**

If you have any questions about the EPR, please contact Mike Logan at 416-338-5568.

Thank you,

Nish Bala
416-392-6682

From: scarboroughsubwayextension
Sent: May-01-17 3:33 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Technical Advisory Committee,

Please be advised that a copy of the Scarborough Subway Extension Draft Environmental Project Report (EPR) will be issued electronically on Friday May 5, 2017. If you wish to receive a hard copy or CD, please indicate the number of copies.

The deadline for comments on the draft EPR is **June 12, 2017.**

If you have any questions about the EPR, please contact Mike Logan at 416-338-5568.

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca
TORONTO

Gary Papas

From: scarboroughsubwayextension
Sent: Thursday, April 27, 2017 8:16 AM
To: scarboroughsubwayextension
Subject: Scarborough Subway Extension – Launch of the Transit Project Assessment Process
Attachments: Scarborough Subway Extension TPAP NOC.pdf

Hello,

City Council has confirmed support for an express subway to Scarborough Centre along the McCowan Corridor, with the station located on the west side of McCowan Road, between Triton Road and Progress Avenue beneath a future extension of Borough Drive. The project will include a bus terminal to serve local and regional routes.

This project is the subject of a Transit Project Assessment Process (TPAP) to satisfy the requirements of the *Environmental Assessment Act.* As part of the TPAP, an Environmental Project Report (EPR) is being prepared which documents the planning process involved and the details of the Scarborough Subway Extension, including existing and future environmental conditions, the preferred alignment, station location and bus terminal, construction methods, and impacts, mitigation and monitoring measures.

Please find the Notice of Commencement attached.

Public Meeting
We invite you to attend a public meeting to learn more about the Scarborough Subway Extension:
Date: May 10, 2017
Time: 6:30pm – 8:30pm (Presentation at 7:00pm)
Location: Scarborough Civic Centre, 150 Borough Drive, Toronto, ON, M1P 4N7

For more information, meeting materials and to submit online comments, please visit www.scarboroughsubwayextension.ca.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca

Gary Papas

From: scarboroughsubwayextension
Sent: Thursday, April 27, 2017 8:10 AM
To: scarboroughsubwayextension
Cc: James Perttula; Mike Logan; Gary Papas; Dipak Dhrona; Alan Filipuzzi; Victor Gottwald; Diana Birchall; Stella Gustavson; Andrea Old; Nasim Norouzi; 'ben.morell@toronto.ca'; Kelly Dynes; 'pual.zuliani@toronto.ca'; Kristin Olson; Michael Hain; 'mike.popik@toronto.ca'; Ian J. Brown; Peter Viducis; Graham J Rempe; 'david.mcelroy@metrolinx.com'; 'david.phalp@metrolinx.com'; Alex Shevchuk; Tim Park; 'nmckenzie1@torontohydro.com'; 'gary.carr@ttc.ca'; 'mark.mis@ttc.ca'; Arthur Sinclair; John Mende; Marko Oinonen; Bob Taylor; 'RAfoom-Boateng@trca.on.ca'; 'khawar.ashraf@aecom.com'; 'amy.amir@aecom.com'; Tessa.Mackay@ttc.ca; Nish Bala
Subject: Scarborough Subway Extension – Launch of the Transit Project Assessment Process
Attachments: Scarborough Subway Extension TPAP NOC.PDF

Hello,

City Council has confirmed support for an express subway to Scarborough Centre along the McCowan Corridor, with the station located on the west side of McCowan Road, between Triton Road and Progress Avenue beneath a future extension of Borough Drive. The project will include a bus terminal to serve local and regional routes.

This project is the subject of a Transit Project Assessment Process (TPAP) to satisfy the requirements of the *Environmental Assessment Act.* As part of the TPAP, an Environmental Project Report (EPR) is being prepared which documents the planning process involved and the details of the Scarborough Subway Extension, including existing and future environmental conditions, the preferred alignment, station location and bus terminal, construction methods, and impacts, mitigation and monitoring measures.

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Date: May 10, 2017
Time: 6:30pm – 8:30pm (Presentation at 7:00pm)
Location: Scarborough Civic Centre, 150 Borough Drive, Toronto, ON, M1P 4N7

If you have any questions about the TPAP, please contact Mike Logan at 416-338-5568.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca

Nish Bala

From: scarboroughsubwayextension
Sent: June-02-17 2:10 PM
To: scarboroughsubwayextension
Cc: Mike Logan
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Technical Advisory Committee,

Please be advised that the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is **June 12, 2017.**

File	Description	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf		92,656KB

Download all files (.zip)

If you are unable to meet the deadline, please advise as soon as possible.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,
Mike Logan

From: scarboroughsubwayextension
Sent: May-01-17 3:33 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Technical Advisory Committee,

Please be advised that a copy of the Scarborough Subway Extension Draft Environmental Project Report (EPR) will be issued electronically on Friday May 5, 2017. If you wish to receive a hard copy or CD, please indicate the number of copies.

The deadline for comments on the draft EPR is **June 12, 2017.**

If you have any questions about the EPR, please contact Mike Logan at 416-338-5568.

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca
TORONTO

Nish Bala

From: Mark Lowe
Sent: June-05-17 11:38 AM
To: scarboroughsubwayextension
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

After reviewing the document, there appears to be very little impact on any existing parkland or features. I doubt we will have any comments at this time. UF may have some issues with the tunnel under the existing woodlot here at the SCC though, but I will leave that up to them to comment on.

Cheers,

Mark P. Lowe OALA,CSLA
Project Coordinator Landscape Architect
City of Toronto / Parks, Forestry & Recreation
Scarborough Civic Center, 5th floor
Mark.lowe@toronto.ca / 416-396-4972

From: scarboroughsubwayextension
Sent: June-02-17 2:10 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Cc: Mike Logan <Mike.Logan@toronto.ca>
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Technical Advisory Committee,

Please be advised that the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is **June 12, 2017.**

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Download all files (.zip)

If you are unable to meet the deadline, please advise as soon as possible.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,
Mike Logan

From: scarboroughsubwayextension
Sent: May-01-17 3:33 PM

Nish Bala

From: Michael Hain
Sent: June-06-17 2:36 PM
To: scarboroughsubwayextension
Cc: Matthew Davis; Matthew Austin
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

We have two small comments on the draft EPR:
Section 1.6.1.1 – our preference would be to refer to it as the transportation component of the Official Plan Review and remove the reference to "Feeling Congested?".
Section 1.7.3 – as we understand it, SmartTrack does not represent an increase in the frequency of transit service relative to what is planned for GO RER.
Thank you for the opportunity to comment.
Michael

From: scarboroughsubwayextension
Sent: June-02-17 2:10 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Cc: Mike Logan <Mike.Logan@toronto.ca>
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team,

Please be advised that the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is **June 12, 2017.**

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If you are unable to meet the deadline, please advise as soon as possible.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,
Mike Logan

From: scarboroughsubwayextension
Sent: May-01-17 3:32 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team,

To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Technical Advisory Committee,

Please be advised that a copy of the Scarborough Subway Extension Draft Environmental Project Report (EPR) will be issued electronically on Friday May 5, 2017. If you wish to receive a hard copy or CD, please indicate the number of copies.

The deadline for comments on the draft EPR is **June 12, 2017.**

If you have any questions about the EPR, please contact Mike Logan at 416-338-5568.

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca
TORONTO

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If you have any questions about the EPR, please contact Mike Logan at 416-338-5568.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca

TORONTO

Nish Bala

From: Alan Filipuzzi
Sent: June-12-17 2:41 PM
To: scarboroughsubwayextension; Mike Logan
Cc: Gary Papas
Subject: RE: Deadline: Scarborough Subway Extension TPAP - Draft Environmental Project Report

I will attempt to get you consolidated district comment by the end of the week.

Alan
416-338-2566

From: scarboroughsubwayextension
Sent: June-12-17 2:07 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>; Mike Logan <Mike.Logan@toronto.ca>
Subject: Deadline: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team,

This is a friendly reminder that the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is today, **June 12, 2017.**

If you have not submitted comments yet, please let me know when you expect to submit them.

You may contact me if you have any questions about the EPR.

Thank you,

Mike Logan
416-338-5568

Nish Bala

From: Scott Pasternack
Sent: June-12-17 2:40 PM
To: scarboroughsubwayextension
Subject: RE: Deadline: Scarborough Subway Extension TPAP - Draft Environmental Project Report

I am not planning to provide comments at this point but would be happy to review the revised document. Thanks.

Scott Pasternack
Solicitor
Legal Services Division
City of Toronto
Metro Hall, 25th Floor
55 John Street
Toronto, ON M5V 3C6
(416) 397-0950
spaster@toronto.ca

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From: scarboroughsubwayextension
Sent: June 12, 2017 2:07 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>; Mike Logan <Mike.Logan@toronto.ca>
Subject: Deadline: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Technical Advisory Committee,

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If you have not submitted comments yet, please let me know when you expect to submit them.

You may contact me if you have any questions about the EPR.

Thank you,

Mike Logan
416-338-5568

Nish Bala

From: scarboroughsubwayextension
Sent: June-12-17 2:07 PM
To: scarboroughsubwayextension; Mike Logan
Subject: Deadline: Scarborough Subway Extension TPAP - Draft Environmental Project Report

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If you have not submitted comments yet, please let me know when you expect to submit them.

You may contact me if you have any questions about the EPR.

Thank you,

Mike Logan
416-338-5568

Nish Bala

From: scarboroughsubwayextension
Sent: June-13-17 10:36 AM
To: Michael Jacobs; Mike Logan
Cc: scarboroughsubwayextension; Zaidun Alganabi
Subject: RE: Deadline: Scarborough Subway Extension (SSE) TPAP - Draft Environmental Project Report

Hello Michael,

It would greatly appreciated if you can submit comments by June 22nd. Please see the link below to the draft EPR and note that the link expires in a week. If possible, please save to your computer.

File	Description	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf		92,656KB

Download all files (.zip)

Thank you,

Nish Bala
416-392-6682

From: Michael Jacobs
Sent: June-12-17 3:29 PM
To: Mike Logan <Mike.Logan@toronto.ca>
Cc: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>; Zaidun Alganabi <Zaidun.Alganabi@toronto.ca>
Subject: RE: Deadline: Scarborough Subway Extension (SSE) TPAP - Draft Environmental Project Report

Hello Mike:

Zaidun who assumed Arthur Sinclair's TW review responsibilities and attended the PIC # 2 meeting has not received the latest EPR package for review. He is currently working on the SSE PSOS documents review with a June 22 and 29 deadlines. He can provide comments on the EPR in the same timeframe if acceptable.

Michael Jacobs, P.Eng.
Senior Engineer, Policy and Program Development
Water Infrastructure Management, Toronto Water
City of Toronto
Metro Hall, 18 th floor
55 John Street
Toronto, ON M5V 3C6

416-392-8530
Michael.Jacobs@toronto.ca

From: scarboroughsubwayextension
Sent: June-12-17 2:07 PM

To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>; Mike Logan <Mike.Logan@toronto.ca>
Subject: Deadline: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team,

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If you have not submitted comments yet, please let me know when you expect to submit them.

You may contact me if you have any questions about the EPR.

Thank you,

Mike Logan
416-338-5568

Nish Bala

From: Bob Taylor
Sent: June-13-17 10:13 AM
To: scarboroughsubwayextension
Cc: Geoffrey Lau
Subject: Re: Deadline: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello
Scarborough Traffic Panning have conducted a review and have no comments.
Regards,
Bob

Sent from my BlackBerry 10 smartphone on the TELUS network.

From: scarboroughsubwayextension
Sent: Monday, June 12, 2017 2:06 PM
To: scarboroughsubwayextension; Mike Logan
Subject: Deadline: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Technical Advisory Committee,

This is a friendly reminder that the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is today, **June 12, 2017.**

If you have not submitted comments yet, please let me know when you expect to submit them.

You may contact me if you have any questions about the EPR.

Thank you,

Mike Logan
416-338-5568

Nish Bala

From: scarboroughsubwayextension
Sent: June-15-17 8:57 AM
To: scarboroughsubwayextension
Subject: Deadline for Comments Scarborough Subway Extension TPAP - Draft Environmental Project Report

Importance: High

Hello Scarborough Subway Extension Technical Advisory Committee,

All comments for the draft Scarborough Subway Extension Environmental Project Report (EPR) were requested on June 12 2017, however, we have extended the comment deadline to June 19, 2017.

If we do not receive comments by the revised June 19th deadline, we will accept your organization does not have any comments on the draft EPR.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,

Mike Logan

Nish Bala

From: Ian J. Brown
Sent: June-16-17 4:32 PM
To: Mike Logan
Cc: Peter Viducis; Neil Farmer; Nish Bala
Subject: FW: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Dear Mike:

Peter Viducis advised me he has no comments.

Neil and I each have aspects of the extension in our territories so he has kindly prepared some thoughts on issues that might impact employers and employees in the area. I hope we are not too late and that these comments can be helpful.

Regards,

Ian

Ian J. Brown
City of Toronto Economic Development
Scarborough Civic Centre
(416) 576 7568

Hello Ian,

Here are my comments on the draft Environmental Project Report:

E.4.3 - Page 7
- While we understand the construction design constraints, the Scarborough Centre subway station would function better with a centre platform
- A PPUDO should be offered for autonomous vehicle passenger pick up/drop off at the Scarborough Centre subway station

E.4.5.4 – Page 12
- Ideally, the entire new bus terminal would open at the same time as the new subway station, not 1.5 to 2 years later

Neil

Neil Farmer
Sr. Business Development Officer
City of Toronto
Economic Development & Culture
Business Retention and Expansion
Scarborough Civic Centre

150 Borough Drive, 1st Floor
Toronto ON M1P 4N7
Phone: 416-396-4959
Fax: 416-396-5088
Email: farmer@toronto.ca
URL: www.toronto.ca

From: scarboroughsubwayextension
Sent: June-02-17 2:10 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Cc: Mike Logan <Mike.Logan@toronto.ca>
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Technical Advisory Committee,

Please be advised that the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is **June 12, 2017.**

File	Description	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf		92,656KB

Download all files (.zip)

If you are unable to meet the deadline, please advise as soon as possible.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,
Mike Logan

From: scarboroughsubwayextension
Sent: May-01-17 3:33 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Technical Advisory Committee,

Please be advised that a copy of the Scarborough Subway Extension Draft Environmental Project Report (EPR) will be issued electronically on Friday May 5, 2017. If you wish to receive a hard copy or CD, please indicate the number of copies.

The deadline for comments on the draft EPR is **June 12, 2017.**

If you have any questions about the EPR, please contact Mike Logan at 416-338-5568.

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca
TORONTO

Hazen, Shelley

Subject: FW: Deadline: Scarborough Subway Extension (SSE) TPAP - Draft Environmental Project Report
Attachments: EPR - Scarborough Subway.xlsx

From: Zaidun Alganabi
Sent: June-20-17 3:22 PM
To: Nish Bala <Nish.Bala@toronto.ca>
Cc: Mike Logan <Mike.Logan@toronto.ca>; Michael Jacobs <Michael.Jacobs@toronto.ca>
Subject: RE: Deadline: Scarborough Subway Extension (SSE) TPAP - Draft Environmental Project Report

Hi Nish,

Please find attached my comments for the EPR.

I am also involved with the Reference Concept Design and PSOS for the Scarborough Centre Station (AECOM) and Tunnel Design (HATCH), and will be submitting my comments for the 10% design review to Major Capital Infrastructure Coordination.

Thank you,

Zaidun Alganabi, P.Eng.
Engineer, Policy & Program Development
Toronto Water, Water Infrastructure Management
City of Toronto

Metro Hall, 55 John Street, 18th Floor
Toronto Ontario M5V 3C6

Tel: (416) 397-4008
zaidun.alganabi@toronto.ca

From: scarboroughsubwayextension
Sent: June-13-17 10:36 AM
To: Michael Jacobs <Michael.Jacobs@toronto.ca>; Mike Logan <Mike.Logan@toronto.ca>
Cc: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>; Zaidun Alganabi <Zaidun.Alganabi@toronto.ca>
Subject: RE: Deadline: Scarborough Subway Extension (SSE) TPAP - Draft Environmental Project Report

Hello Michael,

It would greatly appreciated if you can submit comments by June 22nd. Please see the link below to the draft EPR and note that the link expires in a week. If possible, please save to your computer.

File	Description	Size

0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf 92,656KB

Download all files (.zip)

Thank you,

Nish Bala
416-392-6682

From: Michael Jacobs
Sent: June-12-17 3:29 PM
To: Mike Logan <Mike.Logan@toronto.ca>
Cc: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>; Zaidun Alganabi <Zaidun.Alganabi@toronto.ca>
Subject: RE: Deadline: Scarborough Subway Extension (SSE) TPAP - Draft Environmental Project Report

Hello Mike:

Zaidun who assumed Arthur Sinclair's TW review responsibilities and attended the PIC # 2 meeting has not received the latest EPR package for review. He is currently working on the SSE PSOS documents review with a June 22 and 29 deadlines. He can provide comments on the EPR in the same timeframe if acceptable.

Michael Jacobs, P.Eng.
Senior Engineer, Policy and Program Development
Water Infrastructure Management, Toronto Water
City of Toronto
Metro Hall, 18 th floor
55 John Street
Toronto, ON M5V 3C6

416-392-8530
Michael.Jacobs@toronto.ca

From: scarboroughsubwayextension
Sent: June-12-17 2:07 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>; Mike Logan <Mike.Logan@toronto.ca>
Subject: Deadline: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team,

This is a friendly reminder that the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is today, **June 12, 2017.**

If you have not submitted comments yet, please let me know when you expect to submit them.

You may contact me if you have any questions about the EPR.

Thank you,

Mike Logan
416-338-5568

Name	Dvision	Page/Location	Comments
ZA	Toronto Water	Page16, Feature 13	The stormwater management stragety should also meet the Wet Weather Flow Management Guidelines of the City of Toronto.
ZA	Toronto Water	Page 66, Table 5-1	The terrain and soil has some impact on the stormwater management because the type of soil impacts the amount and rate of absorption of the soil.
ZA	Toronto Water	Page 66, Table 5-1	Groundwater can get into the stormwater system and increase the amount of water in the sewers.
ZA	Toronto Water	Page 67, Table 5-3	To achieve the 80% TSS removal to meet water quality targets, additional strategies will have to be implemented, because the city credits a maxiumum of 50% TSS removal for OGS units.
ZA	Toronto Water	Page 87, Table 5-5	For mitigation measures consider using the City of Toronto Green Streets guideline to incorporate low impact development strategies for stormwater management.
ZA	Toronto Water	Appendix B-2 (Stormwater management report)	It's not clear what the pink lines represent along Borough Drive in Figure 3.
ZA	Toronto Water	Appendix B-2 (Stormwater management report)	It's not clear what the yellow lines represent in Figure 4. Please clarify colour coding and the legend.
ZA	Toronto Water	Appendix B-2 (Stormwater management report)	Figure 3 and Figure 4 should be broken down into more drawings. A drawing for the grading and overland flows, a drawing for the catchment areas and a drawing for the proposed storm sewers. The labelling and legend needs to be more clear as well.

Subject: FW: EPR comments

From: Alan Filipuzzi
Sent: June-21-17 1:37 PM
To: Nish Bala <Nish.Bala@toronto.ca>; Gary Papas <Gary.Papas@toronto.ca>
Cc: Victor Gottwald <Victor.Gottwald@toronto.ca>; Kelly Dynes <Kelly.Dynes@toronto.ca>; Paul Zuliani <Paul.Zuliani@toronto.ca>; Dipak Dhrona <Dipak.Dhrona@toronto.ca>; Xue Pei <Xue.Pei@toronto.ca>
Subject: RE: EPR comments

Nish/Gary,

Attached are some comments from Scarborough Community Planning. My apologies for the delay in getting these to you, given other workload pressures I haven't been able to get to this as I hoped.

Alan

416-276-9398

From: Nish Bala
Sent: June-21-17 8:50 AM
To: Alan Filipuzzi
Cc: Gary Papas
Subject: EPR comments

Hi Alan – do you still plan on sending comments on the EPR? The deadline for comments was June 19th and we wish to close the comment period.

Nish Bala
416-392-6682

Appendix C-6

Government Review Team Consultation Documents

Gary Papas

From: scarboroughsubwayextension
Sent: Monday, May 08, 2017 8:42 AM
To: scarboroughsubwayextension
Cc: Mike Logan
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team members,

Please find a link to the Scarborough Subway Extension Draft Environmental Project Report (EPR) below:

File	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf	92,656KB

If you wish to receive a hard copy or CD, please indicate the number of copies.

The deadline for comments on the draft EPR is **June 12, 2017.**

If you have any questions about the EPR, please contact Mike Logan at 416-338-5568.

Thank you,

Nish Bala
416-392-6682

From: Nish Bala **On Behalf Of** scarboroughsubwayextension
Sent: May-01-17 3:32 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team,

Please be advised that a copy of the Scarborough Subway Extension Draft Environmental Project Report (EPR) will be issued electronically on Friday May 5, 2017. If you wish to receive a hard copy or CD, please indicate the number of copies.

The deadline for comments on the draft EPR is **June 12, 2017.**

If you have any questions about the EPR, please contact Mike Logan at 416-338-5568.

Thank you,

Nish *Bala*
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2
416-392-6682
nish.bala@toronto.ca
TORONTO

Nish Bala

From: Paula Pregent
Sent: May-11-17 3:10 PM
To: 'rbiron@tsh.to'
Cc: Gary Papas; Nish Bala; Mike Logan
Subject: Request for meeting: Scarborough Subway Extension draft EPR

Hello Robert,

The City of Toronto, together with the Toronto Transit Commission (TTC), would like to arrange a meeting to discuss the draft Environmental Project Report (EPR) for the Scarborough Subway Extension (SSE).

The City, and TTC have been asked to arrange these meetings to discuss the sections of the EPR within your purview.

The Program Manager, Mike Logan (City), and Project Manager, Gary Carr (TTC) would be happy to answer any of your questions and receive preliminary feedback.

Kindly provide a few dates/times for a 2-hour meeting that work best for you. We suggest meeting in the next two weeks.

Please note we are happy to meet at your work location.

Best regards,
Paula Pregent
Administrative Assistant to James Perttula
Director, Transit & Transportation Planning
City Planning Division, City Hall
100 Queen Street West, 21st Floor East Tower
Toronto, ON M5H 2N2

416-392-8120
Paula.Pregent@toronto.ca

Nish Bala

From: scarboroughsubwayextension
Sent: June-02-17 2:10 PM
To: scarboroughsubwayextension
Cc: Mike Logan
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team,

Please be advised that the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is **June 12, 2017.**

File	Description	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf		92,656KB

Download all files (.zip)

If you are unable to meet the deadline, please advise as soon as possible.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,
Mike Logan

From: scarboroughsubwayextension
Sent: May-01-17 3:32 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team,

Please be advised that a copy of the Scarborough Subway Extension Draft Environmental Project Report (EPR) will be issued electronically on Friday May 5, 2017. If you wish to receive a hard copy or CD, please indicate the number of copies.

The deadline for comments on the draft EPR is **June 12, 2017.**

If you have any questions about the EPR, please contact Mike Logan at 416-338-5568.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca
TORONTO

Nish Bala

From: scarboroughsubwayextension
Sent: June-06-17 9:09 AM
To: 'Erica.Pallotta@tdsb.on.ca'
Cc: scarboroughsubwayextension
Subject: Scarborough Subway Extension TPAP - Draft Environmental Project Report
Attachments: Scarborough Subway Extension TPAP NOC.pdf

Hello Erica Pallotta,

The City of Toronto, together with the Toronto Transit Commission (TTC), is planning an extension to the Bloor-Danforth Subway (Line 2), from Kennedy Station express to Scarborough Centre. The proposed Scarborough Subway Extension will replace the existing Scarborough RT (Line 3), representing one important component of the approved Scarborough Transit Network Plan. This project is the subject of a Transit Project Assessment Process (TPAP) to satisfy the requirements of the Environmental Assessment Act. As part of the TPAP, an Environmental Project Report (EPR) is being prepared which documents the planning process involved and the details of the Scarborough Subway Extension, including existing and future environmental conditions, the preferred alignment, station location and bus terminal, construction methods, and impacts, mitigation and monitoring measures. Please find the Notice of Commencement attached.

The Scarborough Subway Extension is an express subway from Kennedy to a future Scarborough Centre Station running along Eglinton Ave E, Danforth Road and McCowan Road. There are no schools within this corridor, however there might be limited impacts to school bus routing during construction. Please review the attached EPR on behalf of your organization.

Please find a link to the Scarborough Subway Extension Draft Environmental Project Report (EPR) below:

File	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf	92,656KB

Download all files (.zip)

The deadline for comments on the draft EPR is **June 19, 2017.** If you are unable to meet the deadline, please advise as soon as possible.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,
Mike Logan

Nish Bala

From: Rosati, Christopher (MCI) <Christopher.Rosati@ontario.ca>
Sent: June-07-17 4:31 PM
To: scarboroughsubwayextension
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hi Mike,

Thank you for this. I have forwarded your email to the appropriate staff who will get back to you with feedback.

Good luck.

C

Chris Rosati
Manager
Regional Services Branch- Central Region
Ministry of Citizenship and Immigration
400 University Avenue – 2th Floor
Toronto, ON M7A 2R9
416-314-6682

ONTARIO 150 | Ontario

From: scarboroughsubwayextension [mailto:scarboroughsubwayextension@toronto.ca]
Sent: Tuesday, June 06, 2017 9:07 AM
To: Rosati, Christopher (MCI)
Cc: scarboroughsubwayextension
Subject: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Chris Rosati,

The City of Toronto, together with the Toronto Transit Commission (TTC), is planning an extension to the Bloor-Danforth Subway (Line 2), from Kennedy Station express to Scarborough Centre. The proposed Scarborough Subway Extension will replace the existing Scarborough RT (Line 3), representing one important component of the approved Scarborough Transit Network Plan. This project is the subject of a Transit Project Assessment Process (TPAP) to satisfy the requirements of the Environmental Assessment Act. As part of the TPAP, an Environmental Project Report (EPR) is being prepared which documents the planning process involved and the details of the Scarborough Subway Extension, including existing and future environmental conditions, the preferred alignment, station location and bus terminal, construction methods, and impacts, mitigation and monitoring measures. Please find the Notice of Commencement attached.

We have been in discussions with the federal government regarding future property impacts. The project will be impacting a small portion of the north of the federal property (200 Town Centre Court) for the bus terminal. However,

parking will not be impacted – the area required is currently a pull out area underneath the current SRT. Please review the attached EPR on behalf of your organization.

Please find a link to the Scarborough Subway Extension Draft Environmental Project Report (EPR) below:

File	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf	92,656KB

Download all files (.zip)

The deadline for comments on the draft EPR is **June 19, 2017.** If you are unable to meet the deadline, please advise as soon as possible.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,
Mike Logan

Nish Bala

From: scarboroughsubwayextension
Sent: June-12-17 2:14 PM
To: 'Leslie Rich'; scarboroughsubwayextension
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Thank you Leslie and noted to Conversation Ontario will be removed from our list.

Nish Bala
416-392-6682

From: Leslie Rich [mailto:lrich@conservationontario.ca]
Sent: June-12-17 11:25 AM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: FW: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Good morning,

Conservation Ontario won't be providing comments on this proposal. Information should be forwarded to the local Conservation Authority (TRCA). Please remove us from future mailings on this subject.

Thank you,

Leslie Rich, MES, RPP
Policy and Planning Liaison
Conservation Ontario
120 Bayview Parkway
Newmarket, Ontario
905-895-0716 ext 226

From: Bonnie Fox
Sent: Friday, June 02, 2017 5:38 PM
To: Leslie Rich
Subject: FW: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Could you respond as appropriate to this please? I've made you the new contact on these for CO.
thanks

Bonnie Fox, CAE
Manager, Policy and Planning
Conservation Ontario
120 Bayview Parkway
Newmarket, Ontario
L3Y 3W3
Tel: 905-895-0716 ext.223
Fax: 905-895-0751
email: bfox@conservationontario.ca
www.conservationontario.ca

From: scarboroughsubwayextension [mailto:scarboroughsubwayextension@toronto.ca]
Sent: Friday, June 02, 2017 2:10 PM
To: scarboroughsubwayextension
Cc: Mike Logan
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team,

Please be advised that the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is **June 12, 2017.**

File	Description	Size
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If you are unable to meet the deadline, please advise as soon as possible.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,
Mike Logan

From: scarboroughsubwayextension
Sent: May-01-17 3:32 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team,

Please be advised that a copy of the Scarborough Subway Extension Draft Environmental Project Report (EPR) will be issued electronically on Friday May 5, 2017. If you wish to receive a hard copy or CD, please indicate the number of copies.

The deadline for comments on the draft EPR is **June 12, 2017.**

If you have any questions about the EPR, please contact Mike Logan at 416-338-5568.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca

Nish Bala

From: scarboroughsubwayextension
Sent: June-12-17 2:07 PM
To: scarboroughsubwayextension; Mike Logan
Subject: Deadline: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team,

This is a friendly reminder that the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is today, **June 12, 2017.**

If you have not submitted comments yet, please let me know when you expect to submit them.

You may contact me if you have any questions about the EPR.

Thank you,

Mike Logan
416-338-5568

Nish Bala

From: Tessa.Mackay@ttc.ca
Sent: June-13-17 4:12 PM
To: Tomasz.Oltarzewski@tcdsb.org
Cc: Adam.Brutto@tcdsb.org; scarboroughsubwayextension; Mike Logan
Subject: RE: Scarborough Subway Information - TCDSB Contact

Hi Tomasz,

Lovely to talk to you earlier. Below is the link to the draft Environmental Project Report (EPR) for the Scarborough Subway Extension. Please note that the initial 22 pages are the executive summary and the rest of the document is the body of the draft EPR.

This file will be available for download until 6/19/2017

File	Description	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf		92,656KB

Download all files (.zip)

If you can send comments back as soon as possible, that would be greatly appreciated. I have also copied Mike Logan who is the project manager running the environmental assessment.

Kindest regards,
Tessa

Tessa Mackay | Permits and Approvals Coordinator
Toronto Transit Commission | Scarborough Subway Extension
T: 416-590-6015| E: Tessa.Mackay@ttc.ca

From: Oltarzewski, Tomasz (Planning Services) [mailto:Tomasz.Oltarzewski@tcdsb.org]
Sent: June-13-17 4:03 PM
To: Mackay, Tessa
Cc: Brutto, Adam (Planning Services)
Subject: Scarborough Subway Information - TCDSB Contact

Hello Tessa,

Below are my contact details, my colleague CC'd on this email Adam Brutto is also someone you can contact in my absence.

Looking forward to hearing back from you with the details of the Scarborough Subway, we will submit out comments as soon as possible.

Regards,

Tomasz Oltarzewski (B.U.R.Pl.)
Planning Technician
TCDSB Planning Services
tomasz.oltarzewski@tcdsb.org
Tel: (416) 222-8282 Ext. 2278

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Nish Bala

From: scarboroughsubwayextension
Sent: June-15-17 9:03 AM
To: scarboroughsubwayextension
Subject: Deadline for Comments Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team,

All comments for the draft Scarborough Subway Extension Environmental Project Report (EPR) were requested on June 12 2017, however, we have extended the comment deadline to June 19, 2017.

If we do not receive comments by the revised June 19th deadline, we will accept your organization does not have any comments on the draft EPR.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,

Mike Logan

Nish Bala

From: scarboroughsubwayextension
Sent: June-21-17 9:42 AM
To: scarboroughsubwayextension; 'Milne, Andrew (MMA/MHO)'; 'Shawn.Parry@ontario.ca'
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Shawn,

The deadline to submit comments on the EPR was June 19, 2017. The comment period for the review team has closed. We will notify you when the final EPR is posted.

Thank you,

Nish Bala
416-392-6682

From: Nish Bala **On Behalf Of** scarboroughsubwayextension
Sent: June-12-17 2:13 PM
To: 'Milne, Andrew (MMA/MHO)' <Andrew.Milne@ontario.ca>; scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>; 'Shawn.Parry@ontario.ca' <Shawn.Parry@ontario.ca>
Cc: Mike Logan <Mike.Logan@toronto.ca>
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hi Shawn,

We received your message that you were unable to access the Draft EPR. Please see the link below and note that the link expires in a week. If possible, [please save to your computer.

File	Description	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf		92,656KB

Download all files (.zip)

Thank you,

Nish Bala
416-392-6682

-----Original Message-----
From: Milne, Andrew (MMA/MHO) [mailto:Andrew.Milne@ontario.ca]
Sent: June-09-17 3:16 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hi Mike,

Shawn is currently out of the office, I think it is best that he discuss this with you. He'll be back on Monday.

Thanks,

Andy

_____

From: scarboroughsubwayextension [scarboroughsubwayextension@toronto.ca]
Sent: Tuesday, June 06, 2017 3:29 PM
To: Parry, Shawn (MMA/MHO); Milne, Andrew (MMA/MHO)
Cc: scarboroughsubwayextension
Subject: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Shawn,

The City of Toronto, together with the Toronto Transit Commission (TTC), is planning an extension to the Bloor-Danforth Subway (Line 2), from Kennedy Station express to Scarborough Centre. The proposed Scarborough Subway Extension will replace the existing Scarborough RT (Line 3), representing one important component of the approved Scarborough Transit Network Plan. This project is the subject of a Transit Project Assessment Process (TPAP) to satisfy the requirements of the Environmental Assessment Act. As part of the TPAP, an Environmental Project Report (EPR) is being prepared which documents the planning process involved and the details of the Scarborough Subway Extension, including existing and future environmental conditions, the preferred alignment, station location and bus terminal, construction methods, and impacts, mitigation and monitoring measures. Please find the Notice of Commencement attached.

Mark Christie represented the Ministry of Municipal Affairs and Housing on the project Government Review Team. We've been informed that you will be overseeing his files. Please review the attached EPR on behalf of your organization.

Please find a link to the Scarborough Subway Extension Draft Environmental Project Report (EPR) below:

File

Size

0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf<https://sendfiles.aecom.com/download.aspx?ID=9e858da3-7492-40cc-97e0-de703643c609>

92,656KB

Download all files (.zip)<https://sendfiles.aecom.com/download.aspx?ID=9389f5d4-dac1-476a-9e0f-f7d1f7bfd7d4&zip=y>

The deadline for comments on the draft EPR is June 19, 2017. If you are unable to meet the deadline, please advise as soon as possible.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,
Mike Logan

Nish Bala

From: Oltarzewski, Tomasz (Planning Services) <Tomasz.Oltarzewski@tcdsb.org>
Sent: June-21-17 9:54 AM
To: scarboroughsubwayextension; 'Tessa.Mackay@ttc.ca'
Cc: Brutto, Adam (Planning Services); Mike Logan
Subject: RE: Scarborough Subway Information - TCDSB Contact

Hi Nish,

Thank you for your response. After reviewing the draft EPR last week we have come to the conclusion that we had no issues or concerns at all and therefore I have not provided formal comments. Please keep us apprised if the project changes significantly or when the final EPR is posted.

Thank you,

Tomasz Oltarzewski (B.U.R.Pl.)

Planning Technician
TCDSB Planning Services
tomasz.oltarzewski@tcdsb.org
Tel: (416) 222-8282 Ext. 2278

From: scarboroughsubwayextension [mailto:scarboroughsubwayextension@toronto.ca]
Sent: Wednesday, June 21, 2017 9:50 AM
To: 'Tessa.Mackay@ttc.ca' <Tessa.Mackay@ttc.ca>; Oltarzewski, Tomasz (Planning Services) <Tomasz.Oltarzewski@tcdsb.org>
Cc: Brutto, Adam (Planning Services) <Adam.Brutto@tcdsb.org>; scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>; Mike Logan <Mike.Logan@toronto.ca>
Subject: RE: Scarborough Subway Information - TCDSB Contact

Hello Tomasz,

The deadline to submit comments on the EPR was June 19, 2017. The comment period for the review team has closed and we have not received comments from the TCDSB. We will move forward and provide notification when the final EPR is posted.

Thank you,

Nish Bala
416-392-6682

From: Tessa.Mackay@ttc.ca [mailto:Tessa.Mackay@ttc.ca]
Sent: June-13-17 4:12 PM
To: Tomasz.Oltarzewski@tcdsb.org
Cc: Adam.Brutto@tcdsb.org; scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>; Mike Logan <Mike.Logan@toronto.ca>
Subject: RE: Scarborough Subway Information - TCDSB Contact

Hi Tomasz,

Lovely to talk to you earlier. Below is the link to the draft Environmental Project Report (EPR) for the Scarborough Subway Extension. Please note that the initial 22 pages are the executive summary and the rest of the document is the body of the draft EPR.

This file will be available for download until 6/19/2017

File	Description	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf		92,656KB

Download all files (.zip)

If you can send comments back as soon as possible, that would be greatly appreciated. I have also copied Mike Logan who is the project manager running the environmental assessment.

Kindest regards,
Tessa

Tessa Mackay | Permits and Approvals Coordinator
Toronto Transit Commission | Scarborough Subway Extension
T: 416-590-6015| E: Tessa.Mackay@ttc.ca

From: Oltarzewski, Tomasz (Planning Services) [mailto:Tomasz.Oltarzewski@tcdsb.org]
Sent: June-13-17 4:03 PM
To: Mackay, Tessa
Cc: Brutto, Adam (Planning Services)
Subject: Scarborough Subway Information - TCDSB Contact

Hello Tessa,

Below are my contact details, my colleague CC'd on this email Adam Brutto is also someone you can contact in my absence.

Looking forward to hearing back from you with the details of the Scarborough Subway, we will submit out comments as soon as possible.

Regards,

Tomasz Oltarzewski (B.U.R.Pl.)

Planning Technician
TCDSB Planning Services
tomasz.oltarzewski@tcdsb.org
Tel: (416) 222-8282 Ext. 2278

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Nish Bala

From: scarboroughsubwayextension
Sent: June-21-17 9:42 AM
To: scarboroughsubwayextension; 'Erica.Pallotta@tdsb.on.ca'
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Erica,

The deadline to submit comments on the EPR was June 19, 2017. The comment period for the review team has closed. We will notify you when the final EPR is posted.

Thank you,

Nish Bala
416-392-6682

From: Nish Bala **On Behalf Of** scarboroughsubwayextension
Sent: June-06-17 9:09 AM
To: 'Erica.Pallotta@tdsb.on.ca' <Erica.Pallotta@tdsb.on.ca>
Cc: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Erica Pallotta,

The City of Toronto, together with the Toronto Transit Commission (TTC), is planning an extension to the Bloor-Danforth Subway (Line 2), from Kennedy Station express to Scarborough Centre. The proposed Scarborough Subway Extension will replace the existing Scarborough RT (Line 3), representing one important component of the approved Scarborough Transit Network Plan. This project is the subject of a Transit Project Assessment Process (TPAP) to satisfy the requirements of the Environmental Assessment Act. As part of the TPAP, an Environmental Project Report (EPR) is being prepared which documents the planning process involved and the details of the Scarborough Subway Extension, including existing and future environmental conditions, the preferred alignment, station location and bus terminal, construction methods, and impacts, mitigation and monitoring measures. Please find the Notice of Commencement attached.

The Scarborough Subway Extension is an express subway from Kennedy to a future Scarborough Centre Station running along Eglinton Ave E, Danforth Road and McCowan Road. There are no schools within this corridor, however there might be limited impacts to school bus routing during construction. Please review the attached EPR on behalf of your organization.

Please find a link to the Scarborough Subway Extension Draft Environmental Project Report (EPR) below:

File	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf	92,656KB

Download all files (.zip)

The deadline for comments on the draft EPR is **June 19, 2017.** If you are unable to meet the deadline, please advise as soon as possible.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,
Mike Logan

Nish Bala

From: Nish Bala on behalf of scarboroughsubwayextension
Sent: July-05-17 2:08 PM
To: 'jackie.burkart@ontario.ca'
Subject: Deadline: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Jackie,

The deadline to submit comments on the EPR was June 19, 2017. The comment period for the review team has closed and we have not received comments from the MNFR. We will move forward and provide notification when the final EPR is posted.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21st Floor
100 Queen Street West
Toronto, ON M5H 2N2

Gary Papas

From: Paula Pregent
Sent: Thursday, May 11, 2017 3:09 PM
To: 'paula.kulpa@ontario.ca'; 'rosi.zirger@ontario.ca'
Cc: Gary Papas; Nish Bala; Mike Logan
Subject: Request for meeting: Scarborough Subway Extension draft EPR

Hello Paula and Rosi,

The City of Toronto, together with the Toronto Transit Commission (TTC), would like to arrange a meeting with one of you to discuss the draft Environmental Project Report (EPR) for the Scarborough Subway Extension (SSE).

The City, and TTC have been asked to arrange these meetings to discuss the sections of the EPR within your purview.

The Program Manager, Mike Logan (City), and Project Manager, Gary Carr (TTC) would be happy to answer any of your questions and receive preliminary feedback.

Kindly provide a few dates/times for a 2-hour meeting that work best for you. We suggest meeting in the next two weeks.

Please note we are happy to meet at your work location.

Best regards,
Paula Pregent
Administrative Assistant to James Perttula
Director, Transit & Transportation Planning
City Planning Division, City Hall
100 Queen Street West, 21st Floor East Tower
Toronto, ON M5H 2N2

416-392-8120
Paula.Pregent@toronto.ca

Nish Bala

From: Gary Papas
Sent: June-07-17 2:40 PM
To: 'Dan.Minkin@ontario.ca'
Cc: 'Gary.Carr@ttc.ca'; 'Tessa.Mackay@ttc.ca'; Nish Bala; Mike Logan
Subject: Scarborough Subway Extension draft EPR (rep from Ministry of Tourism, Culture and Sport)
Attachments: 17-06-07 - MTCS Meeting Minutes - DRAFT.docx

Good afternoon Dan –

Thanks for meeting with us last week. Your comments were very helpful as we look to finalize the EPR.

As promised, please find attached the draft meeting minutes.

If you could provide suggested revisions by week's end, that would be great.

Best regards,
Gary

Gary Papas, MSA
Transportation Planner
Transit Implementation Unit | City Planning
City Hall, 21st Floor, East Tower
100 Queen Street West

416.338.2408
Gary.Papas@toronto.ca

Nish Bala

From: scarboroughsubwayextension
Sent: June-12-17 2:59 PM
To: 'Minkin, Dan (MTCS)'; scarboroughsubwayextension; Mike Logan
Subject: RE: Deadline: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hi Dan,

We can extend your deadline for comments until June 19th. As you mentioned, we have already met to discuss concerns and do not except any major changes.

Thanks,

Nish Bala
416-392-6682

From: Minkin, Dan (MTCS) [mailto:Dan.Minkin@ontario.ca]
Sent: June-12-17 2:32 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>; Mike Logan <Mike.Logan@toronto.ca>
Subject: RE: Deadline: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hi Mike,
I had June 19th in my records as the deadline for comments on the draft EPR. I'm looking through my email records to figure out the discrepancy… it seems you did say June 12th in the May 1 circulation, but then there was an email to Chris Rosati asking for comments by June 19, and that email came around to my manager and ended up being the one from which the date was inputted to our tracking system… my apologies. In any case, since my team lead wanted to look at my comments before they're submitted, would it be possible to submit in a few days without throwing off the TPAP schedule? It won't be anything earth-shattering since we've already discussed my concerns at the May 30 meeting.

Dan Minkin
Heritage Planner
Ministry of Tourism, Culture and Sport
Culture Division | Programs and Services Branch | Heritage Program Unit
401 Bay Street, Suite 1700
Toronto, Ontario M7A 0A7
Tel. 416.314.7147 | Fax. 416.314.7175

From: scarboroughsubwayextension [mailto:scarboroughsubwayextension@toronto.ca]
Sent: June 12, 2017 2:07 PM
To: scarboroughsubwayextension; Mike Logan
Subject: Deadline: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team,

This is a friendly reminder that the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is today, **June 12, 2017.**

If you have not submitted comments yet, please let me know when you expect to submit them.

You may contact me if you have any questions about the EPR.

Thank you,

Mike Logan
416-338-5568

Ministry of Tourism, Culture and Sport

Culture Services Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel: 416 314 7147
Fax: 416 212 1802

Ministère du Tourisme, de la Culture et du Sport

Unité des services culturels
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416 314 7147
Téléc: 416 212 1802

Ontario

June 16, 2017 (EMAIL ONLY)

Mike Logan
City of Toronto
100 Queen Street West, 21st Floor, East Tower
Toronto, ON M5H 2N1
E: scarboroughsubwayextension@toronto.ca

RE: MTCS file #: 0002357
Proponent: City of Toronto
Subject: Draft Environmental Project Report
Scarborough Subway Extension Project Assessment
Location: City of Toronto, Ontario

Dear Mr. Logan:

Thank you for submitting to the Ministry of Tourism, Culture and Sport (MTCS) the Notice of Commencement for the above project.. and for the opportunity to meet with the project team on May 30, 2017. We have reviewed the draft Environmental Project Report (EPR) dated April 25, 2017 prepared by AECOM and offer the following comments summarized below and detailed in the documentable that follows.

The comments are editorial in nature and in the interest of clarity and readability – viz. supporting the record of the City having fulfilled due diligence and follow-up requirements related to cultural heritage, legislative and policy requirements.

Built Heritage Resources and Cultural Heritage Landscapes

The draft EPR makes note of heritage resources in the study area that are listed on the City of Toronto Heritage Register or designated under the *Ontario Heritage Act*. However, no technical cultural heritage study such as an Existing Conditions and Impact Assessment Report or Cultural Heritage Screening Report is appended, and it is unclear whether any consideration was given to potential built heritage resources and cultural heritage landscapes without previous recognition.

Based on our discussion with the project team, it is our understanding that a screening was carried out earlier in the process by AECOM and found no previously unrecognized built heritage resources or cultural heritage landscapes, and that the final version of the EPR will include a "no finds memo" to this effect or a reference to the original screening. We would appreciate the opportunity to review this memo before the Notice of Completion and/or the final version of the EPR is circulated.

Archaeology

A Stage 1 Archaeological Assessment Report carried out under PIF # P123-0274-2015was submitted to MTCS for technical review on May 26, 2017, and is referenced in the draft EPR. Stage 2 fieldwork on the properties retaining archaeological potential within the impact footprint is named as a mitigation measure and future commitment. MTCS views the field survey component of the archaeological assessment process – in particular the Stage 2 property assessment – as a necessary part of the determination of potential archaeological impacts to be factored into the assessment of a proposed undertaking, rather than a mitigation measure to be carried out between planning and construction.

Based on our discussion with the project team, it is our understanding that to the greatest extent possible based on timing and property access, the final EPR will include information obtained through the upcoming Stage 2 property assessment. It will also contain clear commitments to Stage 3 and 4 archaeological work, if necessary, with the resulting reports to be entered into the MTCS registry before detail design and/or construction. Additionally, and especially if it is not possible to incorporate the results of Stage 2 fieldwork into the final EPR, the final EPR should include more detail on the results of the Stage 1 background study and a timeline for further work.

A more detailed listing of our comments and recommendations on the draft EPR is included below. Thank you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Dan Minkin
Heritage Planner
Dan.Minkin@Ontario.ca

cc. James Hamilton, MTCS
Karla Barboza, MTCS
Yves Dagssie, Special Project Officer, MOECC

Section	MTCS Comments
E.2.4 Cultural Environment p.5	Paragraph should be revised to make a clearer distinction between the findings of the Stage 1 AA and the status of built heritage resources and cultural heritage landscapes.
E.5 Impacts / Mitigation	Although the project would not directly impact on built heritage resources and cultural heritage landscapes, the EPR needs to include discussion about the potential indirect impacts on such resources.
E.6 Future Commitments	As per MOECC guidance material and previous discussions, a commitment 'represents a guarantee from a proponent about a certain course of action". It needs to be clear and detailed – what, when and how. Item 39 about archaeology needs to be more specific. Please clarify what the commitments are for indirect impacts on built heritage resources and cultural heritage landscapes.
E.7 Consultation Process And 7.3.5 Government Review Team	Please clarify who were the heritage stakeholders consulted and whether the City of Toronto Heritage Preservation Services was consulted and their recommendations/comments.
2.4.1 Archaeological Resources	As discussed, the Stage 2 Archaeological Assessment fieldwork, if possible, should be carried out before completion of the TPAP process and its results incorporated into this section. Additionally, and especially if this is not possible, this section should include more detail on the results of the Stage 1 background study and a timeline for further work.
2.4.2 Built Heritage Resources and Cultural Landscapes	As discussed, this section should include reference to a "no finds memo" or previous screening for potential unrecognized cultural heritage resources. Additionally, we would recommend changing the title of this section to Built Heritage Resources and Cultural Heritage Landscapes.
5.2.4.1 Archaeology	As discussed, this section will be updated to reflect the archaeological information available at the time of study completion. If Stage 2 of the archaeological assessment has not been completed or recommends further study, this section should include commitments to the remaining stages of archaeological assessment, as necessary, and to have the associated reports entered into the MTCS register before construction.
Table 5-5	Archaeology row should be updated in accordance with the updates to Section 5.2.4.1.
Table 6-1	Row 39 should be updated in accordance with the updates to Section 5.2.4.1.
7. Communication and Consultation Process	See comments above on E.7.

From:	scarboroughsubwayextension
To:	scarboroughsubwayextension; "Minkin, Dan (MTCS)"
Cc:	Mike Logan; "Yves.Dagssie@ontario.ca"
Subject:	RE: Scarborough Subway Extension – Comments on the Draft Environmental Project
Date:	Wednesday, July 26, 2017 11:41:45 AM
Attachments:	image001.png Ministry of Tourism, Culture and Sport Response Letter.pdf

Hi Dan,

I've reattached the project team responses to your comments on the Scarborough Subway Extension draft EPR. The previous version was missing an attachment.

Thank you,

Nish Bala
416-392-6682

From: Nish Bala **On Behalf Of** scarboroughsubwayextension
Sent: July-26-17 9:22 AM
To: 'Minkin, Dan (MTCS)' <Dan.Minkin@ontario.ca>
Cc: Mike Logan <Mike.Logan@toronto.ca>; 'Yves.Dagssie@ontario.ca' <Yves.Dagssie@ontario.ca>; scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension – Comments on the Draft Environmental Project

Hello Dan,

Please see attached project team responses to your comments on the Scarborough Subway Extension draft EPR.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21st Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca

TORONTO

James Perttula
Director, Transit and Transportation Planning

Jennifer Keesmaat, MES, MCIP, RPP
Chief Planner & Executive Director
City Planning Division

Transportation Planning
City Hall
21st Floor, East Tower
Toronto, Ontario M5H 2N2

Tel: (416) 392-4744
Fax: (416) 392-1591
E-mail: jperttu@toronto.ca
www.toronto.ca/planning

July 26, 2017

Dan Minkin
Ministry of Tourism, Culture and Sport
401 Bay Street, Suite 1700
Toronto ON M7A 0A7

Dear Mr. Makin:

RE: Scarborough Subway Extension – Comments on the Draft Environmental Project Report (EPR)

On behalf of the *Scarborough Subway Extension* (SSE) Study Team, thank you for providing comments on the Draft Environmental Project Report (EPR), received July 16, 2017. Your comments, along with the Study Team's response to them and where applicable changes have been made to the EPR, will be included in the Final EPR which will be published for a 30-day review period starting in August 2017. Once the Final EPR has been prepared a Notice of Completion will be sent to you with further details regarding this review process.

We would like to take this opportunity to provide you with the responses to your comments in advance of the publication of the Final EPR. The attached Table 1 includes the MTCS' comments on the Draft EPR and the Study Team's consideration and response.

We hope the information provided in this letter is useful to you. If you have any questions or comments, would like to schedule a meeting or require additional information, please contact me at your earliest convenience by phone (416-338-5568) or email (mike.logan@toronto.ca). You may also visit the project website www.scarboroughsubwayextension.ca.

Regards,

Mike Logan
Program Manager
Transportation Planning
City of Toronto

Encl.
Disposition of Comments Received from the Ministry of Tourism Culture and Sport on July 16, 2017
This Built Heritage and Cultural Heritage Landscape (BHCHL) Assessment Memorandum

cc.
Yves Dagssie, Special Project Officer, MOECC

311 toronto at your service

Table 1: Disposition of Comments Received from the Ministry of Tourism Culture and Sport on July 16, 2017

Sections Referenced	Comment #	Questions / Comments	Study Team's Consideration and Response
Built Heritage Process and Cultural Heritage Landscapes	1	• The draft EPR makes note of heritage resources in the study area that are listed on the City of Toronto Heritage Register or designated under the Ontario Heritage Act. However, no technical cultural heritage study such as an Existing Conditions and Impact Assessment Report or Cultural Heritage Screening Report is appended, and it is unclear whether any consideration was given to potential built heritage resources and cultural heritage landscapes without previous recognition. • Based on our discussion with the project team, it is our understanding that a screening was carried out earlier in the process by AECOM and found no previously unrecognized built heritage resources or cultural heritage landscapes, and that the final version of the EPR will include a "no finds memo" to this effect or a reference to the original screening. We would appreciate the opportunity to review this memo before the Notice of Completion and/or the final version of the EPR is circulated.	• Agreed. A "no finds memo" has been developed and appended to this letter for your review prior to its inclusion in the final version of the EPR.
Archaeology	2	• A Stage 1 Archaeological Assessment Report carried out under PIF # P123-0274-2015was submitted to MTCS for technical review on May 26, 2017, and is referenced in the draft EPR. Stage 2 fieldwork on the properties retaining archaeological potential within the impact footprint is named as a mitigation measure and future commitment. MTCS views the field survey component of the archaeological assessment process – in particular the Stage 2 property assessment – as a necessary part of the determination of potential archaeological impacts to be factored into the assessment of a proposed undertaking, rather than a mitigation measure to be carried out between planning and construction.	• Following the meeting with the MTCS on May 30, 2017, field work for the Stage 2 Archaeological Assessment was scheduled to be conducted late-June 2017. The Study Team since received a request from Mississaugas of the New Credit First Nation (MNCFN) for an MNCFN Field Liaison Representative to be present during the Stage 2 archaeological field work. • Arrangements are currently underway to coordinate field work with MNCFN. Accommodating this request has delayed the Stage 2 work; therefore, a Stage 2 Archaeological Assessment will not be completed prior to the publication of the Final EPR. Notwithstanding this delay, it is a future Project
		• Based on our discussion with the project team, it is our understanding that to the greatest extent possible based on timing and property access, the final EPR will include information obtained through the upcoming Stage 2 property assessment. It will also contain clear commitments to Stage 3 and 4 archaeological work, if necessary, with the resulting reports to be entered into the MTCS registry before detail design and/or construction. Additionally, and especially if it is not possible to incorporate the results of Stage 2 fieldwork into the final EPR, the final EPR should include more detail on the results of the Stage 1 background study and a timeline for further work.	commitment to have all construction areas which were identified as having archaeological potential in the Stage 1 assessment, cleared of archaeological finds prior to the commencement of construction.
E.2.4 Cultural Environment p.5	3	• Paragraph should be revised to make a clearer distinction between the findings of the Stage 1 AA and the status of built heritage resources and cultural heritage landscapes.	• This paragraph in the Executive Summary has been reorganized for clarity.
E.5 Impacts / Mitigation	4	• Although the project would not directly impact on built heritage resources and cultural heritage landscapes, the EPR needs to include discussion about the potential indirect impacts on such resources.	• The following sentence has been added to **Section 5.2.4.2** of the EPR clarifying that there are no anticipated indirect impacts: "*The two identified resources are separated from the project footprint by other buildings and landscape features; therefore, no indirect impacts are expected.*"
E.6 Future Commitments	5	• As per MOECC guidance material and previous discussions, a commitment 'represents a guarantee from a proponent about a certain course of action". It needs to be clear and detailed – what, when and how. Item 39 about archaeology needs to be more specific. Please clarify what the commitments are for indirect impacts on built heritage resources and cultural heritage landscapes.	• As noted, there are no direct or indirect impacts expected for built heritage or cultural heritage landscapes.
E.7 Consultation Process And 7.3.5 Government Review Team	6	• Please clarify who were the heritage stakeholders consulted and whether the City of Toronto Heritage Preservation Services was consulted and their recommendations/comments.	• In late 2015, during the preliminary planning phases, AECOM (heritage specialists retained by the TTC for this project), consulted directly with the City of Toronto Heritage Preservation Services. Subsequently, upon the review of the current alignment, AECOM re-checked the City's heritage lists, which included properties that are listed and

			designated. The list is up to date and is a reliable tool for determining where the city has interests. AECOM also checked Canada's Register of Heritage Places and the Register of Federal Heritage Designations (FHBRO, HSMBC) prior to assessing potential impacts to heritage for the EPR.
2.4.1 Archaeological Resources	7	• As discussed, the Stage 2 Archaeological Assessment fieldwork, if possible, should be carried out before completion of the TPAP process and its results incorporated into this section. Additionally, and especially if this is not possible, this section should include more detail on the results of the Stage 1 background study and a timeline for further work.	• See response to comment #2 above.
2.4.2 Built Heritage Resources and Cultural Landscapes	8	• As discussed, this section should include reference to a "no finds memo" or previous screening for potential unrecognized cultural heritage resources. Additionally, we would recommend changing the title of this section to Built Heritage Resources and Cultural Heritage Landscapes.	• The "no finds memo" has been appended to this letter submission, for your review. • A paragraph has been added to this section of the Final EPR that references the "no finds memo". • The section heading has been revised, as suggested.
5.2.4.1 Archaeology	9	• As discussed, this section will be updated to reflect the archaeological information available at the time of study completion. If Stage 2 of the archaeological assessment has not been completed or recommends further study, this section should include commitments to the remaining stages of archaeological assessment, as necessary, and to have the associated reports entered into the MTCS register before construction.	• See response to comment #2. • This section has been revised accordingly.
Table 5-5	10	• Archaeology row should be updated in accordance with the updates to Section 5.2.4.1.	• **Table 5-5** has been updated accordingly.
Table 6.1	11	• Row 39 should be updated in accordance with the updates to Section 5.2.4.1	• **Table 6-1** has been updated accordingly.
Section 7	12	• See comments above on E.7.	• See response above.

3-1-1
toronto at your service

Subject **Built Heritage and Cultural Heritage Landscape Assessment, Scarborough Subway Extension, City of Toronto / Toronto Transit Commission Various Lots and Concessions, Geographic Township of Scarboro (now Scarborough), County of York (Now the City of Toronto), Ontario Transit Project Assessment Process – Contract No. FE85-1**

From Emily Game, Heritage Researcher

Date July 26, 2017 Project Number 60530166

This Built Heritage and Cultural Heritage Landscape (BHCHL) Assessment Memorandum addresses the areas surrounding the proposed Scarborough Centre Station, Kennedy Station, eight Emergency Exits and two Traction Power Substations, under Contract No. FE85-1. The assessment was conducted on behalf of the City of Toronto (City) and Toronto Transit Commission (TTC) under Ontario Regulation 231/08 Transit Project Assessment Process in preparation for the future construction of the Scarborough Subway Extension.

The conclusion of the research and analysis, consultation of the City of Toronto's Heritage Inventory, is that no Cultural Heritage Landscapes reflecting the historic character of the area have survived within the areas around the proposed Scarborough Centre Station, Kennedy Station, Emergency Exits and Traction Power Substations. AECOM identified one Part IV Designated Built Heritage Resource at 520 Progress Avenue. The Scott House, built in 1841, is located within 100 metres of the tunnel launch site at the proposed Scarborough Centre Station.

Methodology

Following the process for Identification of Cultural Heritage Resources outlined in the Ministry of Tourism, Culture and Sport's *Criteria for Evaluation Potential for Built Heritage Resources and Cultural Heritage Landscapes,* the following steps were taken:

- A radius of 150 metres around Kennedy Station, Scarborough Centre Station, Emergency Exits and Traction Power Substation were established and the properties within this area were identified.
- Research was carried out using archival mapping and aerial photography, census, local histories and directories, to prepare a historical overview of the area and establish its historical character and settlement patterns.

Summary of Findings

AECOM consulted historical aerial photographs and maps it was determined that there is one structure, the Scott House, of cultural heritage value or interest within 150 metres of the proposed Scarborough Centre Station, Kennedy Station, Emergency Exits and Traction Power Substations.

Consultation of the City of Toronto's Heritage Register confirmed there is one Part IV Designated structure within 150 metres of the proposed northernmost Emergency Exit. Although designated, the Scott House is surrounded by recent urban development and has no contextual value. The proposed work will occur at some distance from the structure and will not have a direct impact on the heritage value of the structure.

Consultation of the City of Toronto's Heritage Register confirmed there are no listed or designated structures within 150 metres of the proposed Scarborough Centre Station, Emergency Exits or Traction Power Substations.

Historical Context

The Study Area is located on several lots and concessions in the Geographic Township of Scarboro (now Scarborough), Ontario. Making up the eastern portion of Toronto, Scarboro was named after the English town of the same name by Elizabeth Simcoe. It is presently bordered on the east by Pickering and the Rouge River, to the south by Lake Ontario, to the north by Steeles Avenue and to the west by Victoria Park Avenue.

When originally surveyed by Augustus Jones in 1793, the Townships of Pickering, Scarboro and York were respectively named Edinburgh, Glasgow and Dublin.[1] The Township of Scarboro's concessions were laid out east to west, rather than the more frequently encountered north to south. Some of the early Euro-Canadian settlers included United Empire Loyalists. The Canada Company purchased several hundred acres, the Legislature was granted 384 acres, and King's College purchased approximately 2000 acres. In the early 1800s, the Township consisted mostly of scattered villages. The Township of Scarboro was declared a Borough when it joined the Municipality of Metropolitan Toronto (now the City of Toronto) in 1954. It was declared a city in 1983, due to its rapid growth and large population.

Several historic roads are found within Scarborough, and include Danforth and Kingston Roads. These early transportation routes followed established Aboriginal trails along the higher ground bordering Lake Ontario. Danforth Road, which runs north-south through the central section of the Scarborough Subway Extension Study Area, was completed in this part of the County in 1799. Asa Danforth Jr. was contracted to build the road from York to the Bay of Quinte.[2] Kingston Road, initially Kingston Street, was first built in 1800, connecting Kingston and York. It follows the north shore of Lake Ontario and is southeast of the Scarborough Subway Extension Study Area.

With the clearing of land for farming and the vast variety and quantity of timber, the lumber industry thrived in this area. As a result, saw mills began to appear as early as 1804 and eventually dozens could be found along Highland Creek and the Rouge River. This continued until the depletion of the

1. *David Boyle. The Township of Scarboro, 1796-1896, (Toronto: William Boyle, Publisher, 1896), p. 26.*
2. *Op. cit., p. 112.*

forests in the area. As fields replaced the forests, grist and flour-mills were also built along the watercourses.[3] Other common trades found in the township included blacksmiths, wagon makers, shoemakers, and ship builders. Several 19th century churches, cemeteries and school houses can found be in the immediate vicinity of the Study Area. The population of the Township was 89 in 1802, with a total of 477 inhabitants by 1820, and 3,821 by 1850.

Historical mapping as well as textual documentary sources were consulted when researching the history of the Township of Scarboro and compiling the specific land use history for the Study Area. This was done to determine the general locations of any historic buildings and areas with archaeological potential that may intersect with any corridors proposed by the project. Due to the fact that the 1851 census for Scarborough did not survive, additional sources were drawn upon when compiling the land use history for lots and concessions in these areas. *The Township of Scarboro, 1796-1896* by David Boyle (1896), and *History of Toronto and County of York Ontario*; *Containing an Outline of the History of the Dominion of Canada, A history of the City of Toronto and the County of York, with the Townships, Towns, Villages, Churches, Schools, General and Local Statistics, Biographical Sketches Etc.*[4] were both examined to gain a broader picture of the land use history of this County in the 19th Century. Boyle describes Scarboro Township in the 1890s in the following way:

> *"The area now embraced by Scarboro Township was undoubtedly a desirable one for the Indian. The lake-shore cliffs formed an admirable defence against attack from the south, so that enemies from that quarter must needs have approached the villages by a circuitous route; there could not be better soil for their extremely simple method of cultivation; extensive forests of magnificent pine, with here and there clumps and ranges of hard-wood trees in great variety, afford ideal places of domicile; small fruits were plentiful, and numerous streams supplied fish of different kinds in abundance, while game, we may presume, was not difficult to procure".*[5]

Since 1998, Scarborough has been part of the amalgamated City of Toronto in the Greater Toronto Area. The landscape is characterised by a mix of suburban-residential, light-industrial and commercial development that is almost entirely related to the period after the Second World War.

Conclusions

Based on historical research, a detailed review of aerial photos and project site maps as well as consultation of the City of Toronto's Heritage Inventory, it is the conclusion of AECOM, the heritage specialist consultants retained by the TTC for this Project, that the Scott House, located at 520 Progress Avenue will not be directly impacted by the proposed work at the Scarborough Centre Station. AECOM did not identify any additional Built Heritage Resources or Cultural Heritage Landscapes in the Study Area or in proximity to the McCown Corridor of the Scarborough Subway Extension that would be adversely affected by the construction of the proposed Scarborough Centre Station, Kennedy Station, Emergency Exits or Traction Power Substations.

3. *Op. cit., p. 131.*
4. *Mercer and Pelham. History of Toronto and County of York; Containing an Outline of the History of the Dominion of Canada, A History of the City of Toronto and the County of York, with the Townships, Towns, Villages, Churches, Schools, General and Local Statistics, Biographical Sketches Etc. Volume II. (Toronto: Blackett Robinson, 1885).*
5. *Op. cit., p. 22-23*

Sources

Boyle, D., 1896:
The Township of Scarboro, 1796-1896. Toronto: William Briggs, Publisher, 1896.

Mercer and Pelham. 1885:
History of Toronto and County of York Ontario; *Containing an Outline of the History of the Dominion of Canada, A History of the City of Toronto and the County of York, with the Townships, Towns, Villages, Churches, Schools, General and Local Statistics, Biographical Sketches Etc. Volume II. C.* Blackett Robinson, Toronto, Ontario, 1885

Miles and Company, 1878:
Illustrated Historical Atlas of the County of York. Toronto:

Ontario, Ministry of Tourism, Culture & Sport:
Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes. http://www.forms.ssb.gov.on.ca/mbs/ssb/forms/ssbforms.nsf/GetFileAttach/021-0500E ~1/$File/0500E.pdf (accessed May 2017).

Toronto, City of:
Inventory of Heritage Properties. www.toronto.ca (accessed May 2017).

Tremaine, G.R., 1860:
Tremaine's Map of the County of York, Canada West. Toronto: George C. Tremaine, publisher, 1860.

Nish Bala

From: Nish Bala on behalf of scarboroughsubwayextension
Sent: June-12-17 2:11 PM
To: 'Aslam Shaikh'; scarboroughsubwayextension
Cc: Mike Logan
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hi Aslam,

You may submit your comments on Wednesday.

File	Description	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf		92,656KB

Download all files (.zip)

Thank you,

Nish Bala
416-392-6682

From: Aslam Shaikh [mailto:Aslam.Shaikh@metrolinx.com]
Sent: June-12-17 10:17 AM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Cc: Mike Logan <Mike.Logan@toronto.ca>
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hi Mike,

Metrolinx' Planning & Policy team only has relatively minor comments to make, but I am still ensuring review by the different teams within our department. Could we have until Wednesday to submit this to you? Let me know if that would be possible.

Thanks,

Aslam Shaikh, MCIP, RPP
Metrolinx, Regional Partnerships

From: scarboroughsubwayextension [mailto:scarboroughsubwayextension@toronto.ca]
Sent: June-02-17 2:10 PM
To: scarboroughsubwayextension
Cc: Mike Logan
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team,

Please be advised that the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is **June 12, 2017.**

File	Description	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf		92,656KB

Download all files (.zip)

If you are unable to meet the deadline, please advise as soon as possible.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,
Mike Logan

From: scarboroughsubwayextension
Sent: May-01-17 3:32 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team,

Please be advised that a copy of the Scarborough Subway Extension Draft Environmental Project Report (EPR) will be issued electronically on Friday May 5, 2017. If you wish to receive a hard copy or CD, please indicate the number of copies.

The deadline for comments on the draft EPR is **June 12, 2017.**

If you have any questions about the EPR, please contact Mike Logan at 416-338-5568.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca
TORONTO

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Hazen, Shelley

Subject: FW: Metrolinx' Comments on Draft SSE EPR

From: Aslam Shaikh [mailto:Aslam.Shaikh@metrolinx.com]
Sent: June-15-17 9:02 AM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Cc: Peter Paz <Peter.Paz@metrolinx.com>
Subject: Metrolinx' Comments on Draft SSE EPR

Good morning,

Thank you for allowing us the opportunity to review the Environmental Project Report for the Scarborough Subway Extension. Please accept our apologies about the delayed submission. We recognize that some of the comments provided below have also been reflected through Metrolinx' participation in the *Scarborough On-The-Move* TMP, as well as through regular communication with City of Toronto staff. We look forward to continuing to engage with the City staff through ongoing consultation on those projects.

1.) Designated passenger pick-up / drop-off (PPUDO) area

We note that the Bus Terminal design does not feature a designated passenger pick-up / drop-off area. Metrolinx strongly supports the City's efforts to promote transit-oriented development in the Scarborough Centre area and reduce personal vehicle usage for residents living in vicinity of transit stations.

However, we feel that PPUDOs continue to play a role in the multi-modal first mile/last mile component for many longer distance travellers, serving the needs of those residing outside the vicinity of transit station areas. This includes intercity passengers who access regional transit services either by carpooling, taxi, or a demand-based ride share service (i.e. Uber). PPUDOs may also reduce demand for nearby parking spaces and reduce spillover onto the surrounding road system.

We suggest that the City identify a PPUDO adjacent to the Bus Terminal, or an alternative location elsewhere within the wider Scarborough Centre area, possibly as part of the *Scarborough On-The-Move* Transportation Master Plan.

2.) Fare integration

We suggest that section 4.3.4 'Bus Terminal' make reference to the ongoing efforts underway to achieve fare integration amongst local and regional transit providers throughout the GTHA. Specifically, we feel this section should reference the impact that fare integration may have on the customer experience, and the need for the design to protect for a future integrated fare scenario. This would preclude the need for costly future retrofits at a later date.

3.) Interface of the SSE with Regional Express Rail

We suggest that the explanation of Regional Express Rail under section 1.7 "Transit Interface Considerations", Table 1-1 (page 5 of the report) could be expanded beyond a description of the corridor as solely a "north-south transit spine through Scarborough".

Our suggested wording:

"Transformation of the existing GO Rail system to deliver frequent two-way, all-day train service, seven days a week, on both the existing Stouffville and Lakeshore East lines that run through Scarborough, connecting passengers to both local and regional destinations."

4.) Elevator redundancy

The EPR does not contain any mention of a redundant vertical access for accessible pathways (often referred to as 'elevator redundancy') in the likely event of an elevator service disruption. Given the importance of vertical access to the design of the Bus Terminal, we feel this is essential to be mentioned even at this point in the design process.

5.) AODA compliance

We suggest that section 4.3.4.2 'Barrier Free Access' should make reference to the importance of ensuring AODA compliance as part of the design of the Scarborough Centre Station and the Bus Terminal.

Please do not hesitate to contact us if you have any questions about our comments above.

Sincerely,

Aslam Shaikh, MCIP, RPP
Regional Partnerships, Planning and Policy
Metrolinx I 97 Front Street West I Toronto I Ontario I M5J 1E6
T: 416-202-0262 **M:** 437-996-7327

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From: scarboroughsubwayextension
To: "Aslam Shaikh"
Cc: scarboroughsubwayextension; "Yves.Dagssie@ontario.ca"; Mike Logan
Subject: Scarborough Subway Extension – Comments on the Draft Environmental Project
Date: Tuesday, August 08, 2017 1:28:45 PM
Attachments: image001.png
SSE EPR Metrolinx Response Letter.pdf

Hello Aslam Shaikh,

Please see attached the project team responses to your comments on the Scarborough Subway Extension draft EPR.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21st Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca

Jennifer Keesmaat, MES, MCIP, RPP
Chief Planner & Executive Director
City Planning Division

Transportation Planning
City Hall
21st Floor, East Tower
Toronto, Ontario M5H 2N2

James Perttula
Director, Transit and Transportation Planning

Tel: (416) 392-4744
Fax: (416) 392-1591
E-mail: jperttu@toronto.ca
www.toronto.ca/planning

August 8, 2017

Aslam Shaikh
Regional Partnerships, Planning and Policy
Metrolinx
97 Front Street West
Toronto ON M5J 1E6

Dear Mr. Shaikh:

RE: Scarborough Subway Extension – Comments on the Draft Environmental Project Report (EPR)

On behalf of the *Scarborough Subway Extension* (SSE) Study Team, thank you for providing comments on the Draft Environmental Project Report (EPR), received June 15, 2017. We would like to take this opportunity to provide you with the responses to your comments in advance of the publication of the Final EPR. The attached Table 1 includes the Metrolinx's comments on the Draft EPR and the Study Team's consideration and response.

Your comments, along with the Study Team's response, will be included in the final EPR which will be published for a 30-day review period starting in August 2017. Once the EPR has been prepared a Notice of Completion will be sent to you with further details regarding this review process.

We hope the information provided in this letter is useful to you. If you have any questions or comments, would like to schedule a meeting or require additional information, please contact me at your earliest convenience by phone (416-338-5568) or email (mike.logan@toronto.ca). You may also visit the project website www.scarboroughsubwayextension.ca.

Regards,

Mike Logan
Program Manager
Transportation Planning
City of Toronto

cc. Yves Dagssie, Special Project Officer, MOECC

3 1 1
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Table 1: Disposition of Comments Received from Metrolinx on June 15, 2017

Sections Referenced	Comment #	Questions / Comments	Study Team's Consideration and Response
Designated passenger pick-up/drop off (PPUDO) area	1	• We note that the Bus Terminal design does not feature a designated passenger pick-up / drop-off area. Metrolinx strongly supports the City's efforts to promote transit-oriented development in the Scarborough Centre area and reduce personal vehicle usage for residents living in vicinity of transit stations. • However, we feel that PPUDOs continue to play a role in the multi-modal first mile/last mile component for many longer distance travellers, serving the needs of those residing outside the vicinity of transit station areas. This includes intercity passengers who access regional transit services either by carpooling, taxi, or a demand-based ride share service (i.e. Uber). PPUDOs may also reduce demand for nearby parking spaces and reduce spillover onto the surrounding road system. • We suggest that the City identify a PPUDO adjacent to the Bus Terminal, or an alternative location elsewhere within the wider Scarborough Centre area, possibly as part of the Scarborough On-The-Move Transportation Master Plan.	• The existing Scarborough Centre RT station currently has eight dedicated parking spaces serving Passenger Pick-Up/Drop Off (PPUDO). The facility is owned and maintained by Oxford properties and it is being left to Oxford to determine if they will replace it. A key objective of the SSE is to transform Scarborough Centre into a vibrant urban node, which requires as much land as possible within the vicinity of the station to be preserved for transit-oriented development and public space. The addition of a PPUDO would deplete the essential lands needed to achieve this vision for Scarborough Centre, and therefore was not included in the scope.
Section 4.3.4-Bus Terminal	2	• Fare Integration- We suggest that section 4.3.4 'Bus Terminal' make reference to the ongoing efforts underway to achieve fare integration amongst local and regional transit providers throughout the GTHA. Specifically, we feel this section should reference the impact that fare integration may have on the customer experience, and the need for the design to protect for a future integrated fare scenario. This would preclude the need for costly future retrofits at a later date.	• This work is ongoing, but not concluded. The designs can readily be adapted in the future to reflect fare integration without significant, costly retrofits. As such, it is not seen as a key element for the TPAP discussion.
Section 1.7	3	• Interface of the SSE with Regional Express Rail- We suggest that the explanation of Regional Express Rail under section 1.7 "Transit Interface Considerations", Table 1-1 (page 5 of the report) could be expanded beyond a description of the corridor as solely a "north-south transit spine through Scarborough". • Our suggested wording: "Transformation of the existing GO Rail system to deliver frequent two-way, all-day train service, seven days a week, on both the existing Stouffville	• Suggested wording from Metrolinx has been incorporated into the final EPR.

3 1 1
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		and Lakeshore East lines that run through Scarborough, connecting passengers to both local and regional destinations."	
No section specified	4	• Elevator redundancy – The EPR does not contain any mention of a redundant vertical access for accessible pathways (often referred to as 'elevator redundancy') in the likely event of an elevator service disruption. Given the importance of vertical access to the design of the Bus Terminal, we feel this is essential to be mentioned even at this point in the design process.	• Given the size of the station, elevators are being incorporated at more than one station entrance location, which is a form of elevator redundancy. The issue of whether there should be further elevator redundancy at this station is currently under review.
Section 4.3.4.2- Barrier Free Access	5	• AODA compliance- We suggest that section 4.3.4.2 'Barrier Free Access' should make reference to the importance of ensuring AODA compliance as part of the design of the Scarborough Centre Station and the Bus Terminal.	• **Section 4.3.4.2** was updated to indicate importance of AODA compliance.

Gary Papas

From: Paula Pregent
Sent: Thursday, May 11, 2017 3:10 PM
To: 'RAfoom-Boateng@trca.on.ca'
Cc: Gary Papas; Nish Bala; Mike Logan
Subject: Request for meeting: Scarborough Subway Extension draft EPR

Hello Renee,

The City of Toronto, together with the Toronto Transit Commission (TTC), would like to arrange a meeting to discuss the draft Environmental Project Report (EPR) for the Scarborough Subway Extension (SSE).

The City, and TTC have been asked to arrange these meetings to discuss the sections of the EPR within your purview.

The Program Manager, Mike Logan (City), and Project Manager, Gary Carr (TTC) would be happy to answer any of your questions and receive preliminary feedback.

Kindly provide a few dates/times for a 2-hour meeting that work best for you. We suggest meeting in the next two weeks.

Please note we are happy to meet at your work location.

Best regards,

Paula Pregent
Administrative Assistant to James Perttula
Director, Transit & Transportation Planning
City Planning Division, City Hall
100 Queen Street West, 21st Floor East Tower
Toronto, ON M5H 2N2

416-392-8120
Paula.Pregent@toronto.ca

Wong Ken, Michelle

Subject: FW: TRCA Response to NOC and Public Meeting for the Scarborough Subway Extension TPAP
Attachments: 52069 SS Extension NOC and public meeting.pdf

From: Renee Afoom-Boateng <rafoom-boateng@trca.on.ca>
Sent: Thursday, June 15, 2017 3:56 PM
To: scarboroughsubwayextension; James Perttula; Mackay, Tessa; Nish Bala
Cc: Arlen Leeming
Subject: TRCA Response to NOC and Public Meeting for the Scarborough Subway Extension TPAP

Please see attached TRCA response to the notice of commencement and public meeting.

Thanks

Renee Afoom-Boateng, MES, MCIP, RPP
Senior Planner, Environmental Assessment Planning
Toronto and Region Conservation Authority
Tel: 416-661-6600 ext. 5714
Email: rafoom-boateng@trca.on.ca

Office Location and Courier Address: 101 Exchange Avenue, Concord, Ontario L4K 5R6
Mailing Address 5 Shoreham Drive, Downsview, Ontario M3N 1S4

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Toronto and Region Conservation for The Living City

June 15, 2017
CFN 52069

BY E-MAIL ONLY (jperttu@toronto.ca)

Mr. James Perttula
Director
Transportation Planning, City Planning Division
City of Toronto
City Hall, 100 Queen Street West
Toronto, ON M5H 2N2

Dear Mr. Perttula

Re: Response to Notice of Commencement and Public Meeting
Scarborough Subway Extension
Transit Project Assessment Process (TPAP)
Highland Creek Watershed; Scarborough; City of Toronto

Toronto and Region Conservation Authority (TRCA) staff received the Notice of Commencement and Public Meeting for the above noted TPAP project via email on April 28, 2017.

It is our understanding that the City of Toronto, together with the Toronto Transit Commission (TTC), is planning an extension to the existing Bloor-Danforth Subway (Line 2), from Kennedy Station express to Scarborough Centre. The proposed Scarborough Subway Extension will replace the existing Scarborough RT (Line 3). The aim is to provide an one important component of the approved Scarborough Transit Network Plan.

Staff also understands that a public meeting was held on May 10, 2017 to present the preferred options to stakeholders, residents and interested parties. We understand that the study will form the basis for the Transit TPAP to satisfy the requirements of the Environmental Assessment Act.

TRCA Areas of Interest

Staff has identified the following Areas of Interest within the study area:

TRCA Regulated Areas

- Regulation Limit
- Crest of Slope
- Meander Belt
- Regulatory Flood Plain
- Watercourses

TRCA Program and Policy Areas

- Aquatic Species and Habitat
- Living City Programs:
  - Sustainable Communities
  - Sustainable Technologies
  - Living City Trails
- Terrestrial Natural Heritage System Strategy
- Terrestrial Species and Habitat

Available program information regarding these Areas of Interest is enclosed for your reference. Please ensure that the status, potential impacts and opportunities for enhancement related to these Areas of Interest are documented and assessed through a review of background material, technical study, field assessment and detailed evaluation, as appropriate.

Staff has initiated a preliminary review of the project and has identified concerns with respect to the natural environment that will need to be addressed through the TPAP process. In addition, staff has provided digital data to the study team that should be used in the selection of the preferred alternative. If you require any further information or updated information please contact the undersigned.

Selection of Alternatives

In consideration of TRCA's *Living City Policies* (LCP) and TRCA's other programs and policies, staff requires that the preferred alternative meets the following criteria:

1. Prevents the risk associated with flooding, erosion or slope instability.
2. Protects and rehabilitates existing landforms, features and functions.
3. Provides for aquatic, terrestrial and human access.
4. Minimizes water/energy consumption and pollution.
5. Addresses TRCA property and heritage resource concerns.

TRCA staff recommends that the preferred alternative meets the policies of section 7, in particular section 7.4 of the LCP. Furthermore, staff also recommends that the preferred alternative allows the detailed design to meet the policies of Section 8, including Section 8.9, of the LCP.

TRCA Review

Prior to selecting the preferred alternative solution and design, please arrange a meeting to discuss issues that relate to our program and policy concerns. In addition, please add TRCA's Project Manager Arlen Leeming to the project mailing list to receive any public information updates.

Please provide the following submissions to facilitate TRCA review:

- Notices of public meetings and display material and handouts;
- Four hard copies of the Draft TPAP EPR Document; and,
- One hard copy and a digital copy of the Final TPAP EPR Document.

Please include a digital copy of all submitted material.

Should you have any questions, please contact me at extension 5714 or at rafoom-boateng@trca.on.ca.

Yours truly,

Renée Afoom-Boateng
Senior Planner, Environmental Assessment Planning
Planning and Development

Encl.: TRCA Areas of Interest Summary Table

BY E-MAIL
City of Toronto Tessa Mackay, Permits and Approvals Coordinator (Tessa.Mackay@ttc.ca)
Nish Bala, Senior Public Consultation Coordinator (nish.bala@toronto.ca)
TRCA: Beth Williston, Associate Director, Environmental Assessment Planning
Arlen Leeming, Project Manager Rouge/Highland Watersheds

TPAP EA Requirements
Document and assess the status, potential impacts and opportunities for enhancement that relate to the following Areas of Interest through a review of background material, technical study, field assessment and detailed evaluation, as appropriate. Make reference to the applicable Program and Policy documents. Include in the TPAP Document appendices any minutes, structure summary sheets for watercourses or wetlands, or other material collected through meetings with TRCA staff. Natural features may need to be confirmed on site by TRCA staff.

Area of Interest / Data Availability	Program and Policy Concerns
TRCA REGULATED AREAS	
Regulation Limit ***GIS data available***	In accordance with Ontario Regulation 166/06 (Development, Interference with Wetlands and Alterations to Shorelines and Watercourses), a permit is required from the TRCA prior to any development (e.g. construction) if, in the opinion of TRCA, the control of flooding, erosion, dynamic beaches or pollution or the conservation of land may be affected. The Regulation Limit defines the greater of the natural hazards associated with Ontario Regulation 166/06. NOTE: The Regulation Limit provides a geographical screening tool for determining if Ontario Regulation 166/06 will apply to a given proposal. Through site assessment or other investigation, it may be determined that areas outside of the defined Regulation Limit require permits under Ontario Regulation 166/06. In these instances, it is the text of the regulation that will prevail; modifications to the regulation line may be required. Any development within the Regulation Limit must comply with the applicable sections of TRCA's *Living City Policies*.
Crest of Slope	Valley and stream corridors are dynamic systems that provide important natural functions and linkages for the physical, chemical and biological processes of wildlife, watercourses, and other natural features. The Crest of Slope identifies the physical limit of these corridors; however, due to ecological sensitivities, development restrictions typically extend beyond the actual Crest of Slope.
Meander Belt	Channel migration has a significant impact on infrastructure, structures and property located near river systems. Determining channel stability is important to ensure that damage from erosion, down-cutting or other natural channel processes is avoided. TRCA may require a meander belt delineation study or fluvial geomorphology analysis to confirm that any development does not conflict with natural channel processes.
Regulatory Flood Plain ***Engineered maps may be available***	The Regulatory Flood Plain is the approved standard used in a particular watershed to define the limit of the flood plain for regulatory purposes. Within TRCA's jurisdiction, the Regulatory Flood Plain is based on the greater of the regional storm, Hurricane Hazel, and the 100 year flood. Any development or alterations to existing structures within the Regulatory Flood Plain may introduce risk to life or property, and may not be compatible with existing natural features. TRCA's framework for Flood Plain Management is the *Living City Policies*. TRCA may require a flood study or hydraulic update to confirm that there will be no impacts to the storage or conveyance of flood waters.
Wetlands	Wetlands are sensitive natural habitats that play an important role in numerous physical, chemical and biological processes, including storm water control, natural habitat and water quality improvement. Most wetlands are designated by the Ministry of Natural Resources as Provincially Significant or Locally Significant. Other wetlands have also been identified on a site specific basis by TRCA. All of these are regulated under Ontario Regulation 166/06. TRCA may require an environmental study or site confirmation of wetlands locations.
Watercourses ***Partial GIS data***	Typically, watercourses are associated with aquatic species and habitat. Any alteration or interference to a watercourse (e.g. straightening, diverting, realigning, altering baseflow) has the

available	potential to impact fish communities, but may also affect the Regulatory Flood Plain, erosion or other natural channel processes. TRCA may require an environmental study or site confirmation of watercourse locations.
TRCA PROGRAM AND POLICY AREAS *Note: Additional program and policy information may be available at www.trca.on.ca, or by request.*	
Aquatic Species and Habitat ***GIS data available***	TRCA has prepared watershed plans or strategies, as well as watershed-based fisheries management plans for some of its watersheds in partnership with Aurora District MNR. TRCA may require an assessment of the existing aquatic system, together with an evaluation as to how the proposal will meet the objectives articulated in the watershed and watershed-based fisheries management plans, as well as prevent negative impacts to the aquatic system. If requested, TRCA will provide an opinion as to whether the project and its implementation will cause *serious harm* to fish. If *serious harm* to fish could result, then works will need to be reviewed and authorized by Fisheries and Oceans Canada (DFO).
Aquifers and Hydrogeological Features	The extraction and discharge of groundwater has the potential to negatively impact surrounding natural features. Even small amounts of groundwater extraction may reduce contributions to groundwater dependent features such as wetlands, springs, or fish spawning habitat. In addition, the discharge of groundwater must be controlled to avoid impacts to watercourses and fish habitat from erosion, sedimentation and water quality concerns. TRCA may require geotechnical or hydrogeological investigations to confirm dewatering and discharge requirements, and to identify appropriate mitigation measures with respect to potential impacts to natural features (i.e., wetlands, watercourses, natural features and aquatic habitat).
Living City Programs	The Living City is a vision adopted by TRCA for a new kind of community, where human settlement can flourish forever as part of nature's beauty and diversity. The key objectives of the Living City are: healthy rivers and shorelines; regional biodiversity; sustainable communities; and business excellence. Programs associated with TRCA's Living City include: trails enhancement, renewable energy, sustainable communities, and the *Sustainable Technologies Evaluation Program* (STEP).
Terrestrial Natural Heritage System Strategy ***GIS data available for the refined watershed system***	TRCA has identified the need to improve both the quality and quantity of terrestrial habitat. TRCA's *Terrestrial Natural Heritage System Strategy* sets measurable targets for attaining a healthier natural system by creating an expanded and targeted land base. It includes strategic directions for stewardship and securement of the land base, a land use policy framework to help achieve the target system, and other implementation mechanisms.
Terrestrial Species and Habitat ***GIS data available***	The terrestrial system includes landscape features, vegetation communities and flora and fauna species. Terrestrial species and habitat should be assessed based on their conservation status according to sensitivity to disturbance and specialized ecological needs, as well as rarity. TRCA may require a site assessment and terrestrial inventory to confirm impacts to these resources. TRCA's *Terrestrial Natural Heritage Strategy* may be applicable to any work that impacts terrestrial species and habitat. In addition, relevant legislation (e.g. *Migratory Bird Convention Act*, *Species at Risk Act*) should be applied.

Toronto and Region Conservation for The Living City

June 23, 2017

CFN 52069

BY E-MAIL ONLY (jperttu@toronto.ca)

Mr. James Perttula
Director
Transportation Planning, City Planning Division
City of Toronto
City Hall, 100 Queen Street West
Toronto, ON M5H 2N2

Dear Mr. Perttula

Re: Response to Draft Environmental Project Report
Scarborough Subway Extension
Transit Project Assessment Process (TPAP)
Highland Creek Watershed; Scarborough; City of Toronto

Toronto and Region Conservation Authority (TRCA) staff received the Draft Environmental Project Report for the above-noted TPAP project on May 11, 2017.

It is our understanding that the City of Toronto, together with the Toronto Transit Commission (TTC), is planning an extension to the existing Bloor-Danforth Subway (Line 2), from Kennedy Station express to Scarborough Centre. The proposed Scarborough Subway Extension (SSE) will replace the existing Scarborough RT (Line 3). The aim is to provide an important component of the approved Scarborough Transit Network Plan which identifies the primary purpose of the SSE is to improve express service and access to the Scarborough Center, which has been designated as an Urban Growth Centre by the City.

Staff understands that the proposed undertaking will include the construction of 6.2 km long and 10.7m wide subway tunnel underground from Kennedy Station, along Eglinton Avenue to Danforth Road northwards, underneath McCowan Road to the Scarborough Centre. The depths of the subway tunnel will range between 10 meters to 30 meters with eight (8) Emergency Exit Buildings (EEBs) and three (3) Traction Power Substations (TPSSs) to provide power to the system. Other ancillary features include tail tracks, cross over connections, ventilation systems and a thirty-four (34) bay bus terminal at the Scarborough Center to provide both local and regional surface route connections for TTC, GO Transit and Durham Region Transit.

Staff has completed the review of the Draft Environmental Project Report as well as the preliminary design plan provided in the report. Staff also met with City and TTC staff on June 19, 2017 to discuss the project and to provide preliminary feedback to the project team. TRCA staff has no objections to the preferred alternative presented in the draft report. Staff is however, providing the following comments in Appendix A for incorporation into the project design and implementation as the project moves to the next phases. The comments are aimed at providing direction into the EA process, during the detailed design phase and finally to facilitate TRCA's review of the permit application.

As stipulated in the 2014 TRCA's "The Living City Policies (LCP) Document for Planning and Development in the Watersheds of the TRCA", the technical comments are being provided as part of TRCA's review and commenting roles under the Ontario *Environmental Assessment Act* as well as the *Planning Act*. Staff is available to discuss these comments further and to provide clarification prior to the detailed design phase.

Tel. 416.661.6600, 1.888.872.2344 | Fax. 416.661.6898 | info@trca.on.ca | 5 Shoreham Drive, Downsview, ON M3N 1S4

Member of Conservation Ontario

www.trca.on.ca

Staff recommends that during the detailed design phase, the project contractor prepare a Pre-Design Brief summarizing all TRCA recommendations and technical comments included in this letter and submit in a draft, to TRCA for review and discussion. The TRCA Pre-Design Brief Checklist for Infrastructure Projects is available on our website (http://www.trca.on.ca/dotAsset/xxx.pdf), and should be used as a guide to your submission.

Should you have any questions, please contact me at 416-661-6600 extension 5714 or by email at rafoom-boateng@trca.on.ca.

Yours truly,

Renée Afoom-Boateng, MES, MCIP, RPP
Senior Planner, Environmental Assessment Planning
Planning and Development

Enclosed: Appendix A: TRCA Comments

BY E-MAIL

City of Toronto: Nish Bala City Planning, (Mike.Logan@toronto.ca)
Mike Logan City Planning, (Nish.Bala@toronto.ca)
TTC Tessa Mackay, Permits and Approvals Coordinator, (Tessa.Mackay@ttc.ca)
TRCA: Beth Williston, Associated Director, Environmental Assessment Planning
Arlen Leeming, Project Manager, Highland Creek Watershed

APPENDIX A: TRCA COMMENTS

ITEM	TRCA COMMENTS	TTC/City of Toronto RESPONSE
1.	Staff notes in Section 2.1.3 Existing and Future Conditions Drainage and Hydrology, that although the proposed work is in the conceptual stage, please note that any increase in impervious area within TRCA's jurisdiction is subject to stormwater management control per TRCA's criteria (ref. http://sustainabletechnologies.ca/wp/wp-content/uploads/2013/01/SWM-Criteria-2012.pdf). The most updated TRCA criteria must be used during the detailed design stage.	
2.	Under Table 5-5 Impacts, Mitigation and Monitoring Related to the Displacement of Existing Features Please identify any outfalls that require relocation as a result of the project. TRCA will provide the hydraulic model for this section of the Highland Creek under separate correspondence. Please note that TRCA requires that any relocated outfalls are: • Outside the 100 Year Erosion Limit (A certified Fluvial Geomorphologist to determine 100 Year Erosion Limit); • Above the 25-Year Flood elevation (please contact TRCA to acquire the most up-to-date HEC-RAS model); • Oriented downstream; and, • Appropriate erosion treatments are placed at the outfall.	
3.	Please note the following comments relating to Appendix B-2 Stormwater Management Report • Figure 2 has the Regulatory Floodline in the legend however it is not present on the drawing. Please show the Regulatory Floodline on the drawing. • Please ensure that the Emergency Exit Building 5 remains out of the Regulatory Floodplain throughout the detailed design process. • As detailed design progresses, please provide TRCA with an erosion and sediment control report and plan for Emergency Exist Building 5. • Please note that TRCA prefers for construction staging activities to be located outside of the Regulatory Floodplain to the extent possible	
4.	Please note these general edits for the Plan and Profile Drawings • Please label the water courses on Keyplan SSE-G300 • Please show the Regulatory Flood elevations and label watercourses on plan and profile drawings SSE-G307, SSE–G308, SSE-G312	
5.	It appears the Emergency Exit Building 5 is extremely close to the valley to the north. The structure above ground is immediately adjacent to the trees contiguous with the valley. TRCA policy would require that this EEB and any associated construction disturbance be located 10m from the dripline of the trees. Efforts should be taken to adjust the location of this structure away from the erosion hazard and natural features to the extent possible with appropriate buffers. TRCA will work with the city to ensure that our policy objectives are met while successfully implementing this infrastructure.	
6.	As indicated in Appendix B (Natural Heritage report) Staff recommends that once site specific details are confirmed during the detailed design stage, TTC and City provide an ecological and hydrogeological opinion	

ITEM	TRCA COMMENTS	TTC/City of Toronto RESPONSE
	on potential long term impacts to groundwater interaction within Frank Faubert Woods. Is there a potential for the tunnel works to cut off groundwater inputs to a portion of the woods? Is there potential for the tunnel wicking away recharge, impacting the water table? This information will be helpful both to assess construction and operational impacts and should be investigated at the earliest convenience and appropriate site specific data collected to assist in this assessment.	
7.	Please expand the monitoring section to include an approach to be taken while drilling beneath the streams and valleys. Although TTC and the City are planning to use a single 10.7m wide Earth Pressure Balance EPB TBM at a minimum of 10m below the invert of the watercourses and the duration of tunneling is expected to be relatively fast, as part of the environmental management plan (EMP) for the duration of construction, please ensure that the environmental monitoring program is included to observe the watercourses and ensure that no issues arise. These could include sedimentation due to upward air or liquid movement associated with tunneling operations. Staff will be available to assist with defining the scope of the monitoring program as the project design progresses	
8.	It is unclear which sewer system would receive dewatering flows. If storm sewers are to receive flows, the potential impact of those additional flows at associated outlet locations should be assessed. Measures and monitoring should be undertaken to ensure erosion is not exacerbated at the inlet/outlet location. Our recommendation is to discharge to City sanitary sewer system if possible.	
9.	Regarding the cut and cover construction of the EEB located within the Highland Creek valley, a TRCA permit in line with Ontario Regulation 166/06 will be required prior to construction commencement within TRCA regulated areas. All efforts should be taken to assess and reduce construction impacts to natural hazards and features during the construction of this EEB.	
10.	Staff notes the a natural heritage study was undertaken and documented in the EPR appendices which indicates that there will likely be no impacts to the natural features as the EEB is located 15m way from the deciduous forest of the Bendale Branch. Staff recommends that a comprehensive site assessment study be undertaken once the exact site of these structures is confirmed, to document the extent of natural heritage impacts, mitigation of the removals at the DD stage. Vegetation removals will feed into the development of site restoration and possible off—site vegetation/feature compensation. Please ensure that City of Toronto Urban Forestry staff is consulted with regards to vegetation impacts.	
11.	Staff notes the review from DFO will be requested at the detailed design stage, please keep TRCA informed on that request (for information purposes).	
12.	Efforts should be taken to manage and address surficial and groundwater dewatering along the construction area for the Highland Creek EEB and TPSS. With regards to dewatering, please consider potential for surficial erosion, groundwater seepage, and manage construction discharges to steep slopes needs to be avoided. Please provide details regarding how construction will occur while managing these environmental issues and protecting the features that should remain on site – through the preparation and implementation of an erosion and sediment control plan and EMP, in consultation with TRCA, as noted in the EA.	
13.	Staff notes that there were in-depth groundwater and hydrogeological information provided at this. Please	

ITEM	TRCA COMMENTS	TTC/City of Toronto RESPONSE
	ensure that the EEB and TPSS designs located near Highland Creek are supported by the necessary technical studies such as hydraulic studies, geotechnical and hydro-geological studies, detailed vegetation inventory work, mitigation, restoration and compensation plans. Details of these studies should be confirmed early in the design process so they can inform the design. As discussed, staff recommends staking of the top of bank at EEB 5 location as soon as possible to help in the siting of this building.	
14.	Please confirm whether any nearby recreational amenities (informal trail system) would be impacted during construction. Efforts should be taken to keep these amenities open during construction.	
15.	Please provide a pre-design brief once a detailed design consultant is on board, that identifies commitments made during the EA with respect to TRCAs Areas of Interest and explain how these commitments have been fulfilled in the detailed design submissions.	
16.	When submitting a permit application package, please include the following information: a. Construction schedule; b. Plan and profile of erosion and sediment controls and ensure they are designed in accordance with the Erosion and Sediment Control Guidelines for Urban Construction - December 2006 (www.sustainabletechnologies.ca); c. Tree and Vegetation removals plan; d. Tree and Vegetation protection measures; d. Stockpiling areas and construction limits; e. Site access, including typical cross-sections of existing and proposed grades; f. Dewatering and unwatering plans, showing how groundwater and surface water from the work area will be treated prior to release to the natural environment, if required; g. Restoration planting details and schedule for all disturbed areas (including construction access points and staging areas).	
17.	The following presents the geotechnical requirements that should be undertaken at the earliest convenience to provide direction to the design of project components • Please undertake the necessary geotechnical study in support of the proposed undertaking to assess the ground condition along the alignment and to provide the geotechnical design recommendations for the various components of the proposed undertaking; • The proposed undertaking should avoid encountering any problematic ground conditions identified as per the geotechnical study, which can adversely impact the surrounding area and causes hazards; • For the proposed emergency exit building, where it is located in proximity to the valley slopes or banks (e.g. Drawing SSE-G312 – Emergency Exit Building), the slope stability and erosion hazard assessment should be undertaken to ensure that the proposed work is not undermined by erosion hazard in long-term or does not destabilize the valleys. In this case, the position of the Long-Term Stable Top of Slope should be delineated with a minimum safety factor of 1.50 as per geotechnical	

ITEM	TRCA COMMENTS	TTC/City of Toronto RESPONSE
	study; • In areas near the Highland Creek (Bendale Branch) the slope stability and erosion hazard assessment should be undertaken to ensure that the proposed work is not undermined by erosion hazard in long-term or does not destabilize the valleys. • Where the stabilization is required due to the active erosion in the Highland Creek valley system, the stabilization should be designed by geotechnical engineer to ensure that a minimum safety factor of 1.50 is met after stabilization; • If warranted, any grading, alterations or earthworks and retaining structures should be properly reviewed and design by a site-specific geotechnical studies and all necessary analyses. Further, all engineering drawings should be prepared showing all necessary details and specifications and submitted as signed and sealed by Licensed Professional Engineer; • If it is determined that works are warranted near the creek slope and valleys, the construction methodology and sequencing should be presented to ensure that the surrounding ground/slope is not adversely impacted during the construction; • Where the work requires the construction access into the steep slopes and valleys (e.g. the shafts for construction of the EEB 5), the cross-sections and profile should be presented for the access. The slope stability assessment is required to study the cross-sections (cuts and fills) and to confirm that the slope stability is met. The slope stability analyses should also account for the heavy machinery/equipment loads and vibrations • If the construction of EEB 5 or the TPSS results in alterations and disturbance into the slopes and valleys, the stabilization after the construction is required to be reviewed by the geotechnical engineer. Given the slope geometry and the extent of the alterations, the stabilization may require to be engineered (e.g. engineering structures) to ensure that the stabilization remains stable in long-term with a minimum safety factor of 1.50. Further, all necessary engineering details, cross-sections should be prepared by geotechnical engineer and submitted as signed and sealed by Licensed Professional Engineer.	
18.	Please refer to the following TRCA policy programs and guidelines for guidance when developing the detailed design components of the EEB, Stations and TPSS. Please include these studies and reference documents to Table 5.5 of the EPR. • TRCA Stormwater Management Criteria – (2012); • Low Impact Development Guidelines for Storm Water Management Design; • GGHACA Erosion and Sediment Control Guidelines for Urban Construction (2006); • TRCA Geotechnical Engineering Design and Submission Plan Guidelines; • TRCA Environmental Impacts Statement Guidelines. Link to TRCA website where all these documents can be downloaded http://www.trca.on.ca/planning-services-permits/developers-and-consultants-information/planning-and-development-procedural-manual.dot#subm	
19.	Please ensure that vegetation protection is implemented in line with City of Toronto Tree Protection Policy	

ITEM	TRCA COMMENTS	TTC/City of Toronto RESPONSE
	and Specifications for construction near trees. As mentioned in previous discussions, our preference is to stage works in such a way to minimize the amount of disturbed areas at a given time. Temporary site restoration should be incorporated into the construction staging and sequencing process to the extent possible. As noted in previous discussions, TRCA may seek further compensation for all vegetation losses within the natural system as a result of this project. The removals plan will be used to determine compensation required for losses and damages. Please ensure removals plan show species and quantity of vegetation removed and where they will be removed. On average TRCA recommends a minimum compensation in line with TRCA compensation protocol ratios, the details can be worked out with City of Toronto Urban Forestry during the detailed design phase.	
20.	Please ensure that TRCA is circulated on the planning act review for the structures proposed within our regulated area.	
21.	Staffs notes and commends the efforts to coordinate construction with Toronto Hydro, Toronto Water and other agencies that may be affected by utility relocations to help minimize the overall impacts of the project on the existing natural heritage system. Please note that these works may require separate permits from TRCA and include this item the future commitment section (6.1) of the report.	

From: scarboroughsubwayextension
To: "RAfoom-Boateng@trca.on.ca"
Cc: scarboroughsubwayextension; "Yves.Dagssie@ontario.ca"; Mike Logan
Subject: Scarborough Subway Extension – Comments on the Draft Environmental Project
Date: Thursday, August 03, 2017 8:41:01 AM
Attachments: image001.png
EPR_TRCA Response Letter_Final.doc

Hello Renee Afoom-Boateng,

Please see attached project team responses to your comments on the Scarborough Subway Extension draft EPR.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21st Floor
100 Queen Street West
Toronto, ON M5H 2N2

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August 3, 2017

Renee Afoom-Boateng
Toronto and Region Conservation Authority
Planning and Development
101 Exchange Avenue
Concord, ON L4K 5R6

Dear Ms. Afoom-Boateng:

RE: Scarborough Subway Extension – Comments on the Draft Environmental Project Report (EPR)

On behalf of the *Scarborough Subway Extension* (SSE) Study Team, thank you for providing comments regarding the Draft Environmental Project Report (EPR), received June 23, 2017. We would like to take this opportunity to provide you with the responses to your comments in advance of the publication of the final EPR. The attached Table 1 includes the Toronto and Region Conservation Authority's comments on the Draft EPR and the Study Team's consideration and response.

Your comments, along with the Study Team's response to them, will be included in the Final EPR which will be published for a 30-day review period starting in August 2017. Once the Final EPR has been prepared a Notice of Completion will be sent to you with further details regarding this review process.

We hope the information provided in this letter is useful to you. If you have any questions or comments, would like to schedule a meeting or require additional information, please contact me at your earliest convenience by phone (416-338-5568) or email (mike.logan@toronto.ca). You may also visit the project website www.scarboroughsubwayextension.ca.

Regards,

Mike Logan
Program Manager
Transportation Planning
City of Toronto

cc. Yves Dagssie, Special Project Officer, MOECC

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Table 1: Disposition of Comments Received from the Toronto and Region Conservation Authority on June 23, 2017

Sections Referenced	Comment #	Questions / Comments	Study Team's Consideration and Response
2.1.3	1	• Staff notes in Section 2.1.3 Existing and Future Conditions Drainage and Hydrology, that although the proposed work is in the conceptual stage, please note that any increase in impervious area within TRCA's jurisdiction is subject to stormwater management control per TRCA's criteria (ref. http://sustainabletechnologies.ca/wp/wpcontent/uploads/2013/01/SWM-Criteria-2012.pdf). The most updated TRCA criteria must be used during the detailed design stage.	• Comment noted. During Detailed Design the latest TRCA criteria will be applied for any proposed work within TRCA jurisdiction.
Table 5-5	2	• Under Table 5-5 Impacts, Mitigation and Monitoring Related to the Displacement of Existing Features Please identify any outfalls that require relocation as a result of the project. TRCA will provide the hydraulic model for this section of the Highland Creek under separate correspondence. Please note that TRCA requires that any relocated outfalls are: ▪ Outside the 100 Year Erosion Limit (A certified Fluvial Geomorphologist to determine 100 Year Erosion Limit); ▪ Above the 25-Year Flood elevation (please contact TRCA to acquire the most up-to-date HEC-RAS model); ▪ Oriented downstream; and, ▪ Appropriate erosion treatments are placed at the outfall.	• The identification of any outfalls which may require relocation as a result of the Project will occur during Detailed Design. TRCA requirements for relocated outfalls have been noted.
Appendix B-2	3	• Please note the following comments relating to Appendix B-2 Stormwater Management Report ▪ Figure 2 has the Regulatory Floodline in the legend however it is not present on the drawing. Please show the Regulatory Floodline on the drawing. ▪ Please ensure that the Emergency Exit Building 5 remains out of the Regulatory Floodplain throughout the detailed design process. ▪ As detailed design progresses, please provide TRCA with an erosion and sediment control report and plan for Emergency Exist Building 5. ▪ Please note that TRCA prefers for construction staging activities to be located outside of the Regulatory Floodplain to the extent possible	• The Regulatory Floodline of Bendale Branch at McCowan Road was shown at the lower right corner of Figure 2 to demonstrate the potential impact from Emergency Exit Building 5 (EEB 5). • An Erosion and Sediment Control Report and plan for EEB 5 will be prepared during Detailed Design stage and provided to TRCA for review. • All construction activities will be located outside of the Regulatory Floodplain with the exception of EEB 5. Construction of EEB 5 might be within/adjacent to the Regulatory Floodplain. Detailed flood hazard assessment (if required) and erosion and sediment control plan will be developed during the Detailed Design stage.
Plan and Profile	4	• Please note these general edits for the Plan and Profile Drawings	• The Plan and Profile Drawings were updated to include these revisions with the exception of adding the
Drawings		▪ Please label the water courses on Keyplan SSE-G300 ▪ Please show the Regulatory Flood elevations and label watercourses on plan and profile drawings SSE-G307, SSE–G308, SSE-G312	Regulatory Flood elevation on SSE-G307 drawing as the Study Team does not have this information for this particular area.
Emergency Exit Building	5	• It appears the Emergency Exit Building 5 is extremely close to the valley to the north. The structure above ground is immediately adjacent to the trees contiguous with the valley. TRCA policy would require that this EEB and any associated construction disturbance be located 10m from the dripline of the trees. Efforts should be taken to adjust the location of this structure away from the erosion hazard and natural features to the extent possible with appropriate buffers. TRCA will work with the city to ensure that our policy objectives are met while successfully implementing this infrastructure.	• Comment noted. Through design and construction planning, all efforts will be made to stage works in such a way as to minimize construction disturbance. The design will consider adjusting the structure away from the dripline as much as possible; however, due to access constraints with the hospital and work site safety requirements, some disturbance may be unavoidable and may result in construction disturbance within 10 m of the dripline. Should such a case arise, careful consideration of impacts and effective mitigation will be applied to ensure disturbance is minimized, to the extent possible. The TTC/City will continue to work closely with the TRCA to ensure that EEB 5 is designed in a way that best meets the objectives of the Project and the TRCA.
Appendix 6	6	• As indicated in Appendix B (Natural Heritage report) Staff recommends that once site specific details are confirmed during the detailed design stage, TTC and City provide an ecological and hydrogeological opinion on potential long term impacts to groundwater interaction within Frank Faubert Woods. Is there a potential for the tunnel works to cut off groundwater inputs to a portion of the woods? Is there potential for the tunnel wicking away recharge, impacting the water table? This information will be helpful both to assess construction and operational impacts and should be investigated at the earliest convenience and appropriate site specific data collected to assist in this assessment.	• The tunnel will be completely sealed off, with no meaningful water inflow, and will not affect the water table or underground water regime in the area. Additionally, the space between the precast concrete liners and the ground is completely filled with grout so there will be no flow of water along the outside of the tunnel.
Monitoring Section	7	• Please expand the monitoring section to include an approach to be taken while drilling beneath the streams and valleys. Although TTC and the City are planning to use a single 10.7m wide Earth Pressure Balance EPB TBM at a minimum of 10m below the invert of the watercourses and the duration of tunneling is expected to be relatively fast, as part of the environmental management plan (EMP) for the duration of construction, please ensure that the environmental monitoring program is included to observe the watercourses and ensure that no issues arise. These could include sedimentation due to	• Comment noted. This will be determined during Detailed Design. A scour analysis has been scheduled which will identify any potential for sedimentation in the creek. In addition, the monitoring program will include monitoring of the creeks during tunnelling when the tunnel boring machine (TBM) reaches and passes underneath the creeks.

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		upward air or liquid movement associated with tunneling operations. Staff will be available to assist with defining the scope of the monitoring program as the project design progresses	
	8	• It is unclear which sewer system would receive dewatering flows. If storm sewers are to receive flows, the potential impact of those additional flows at associated outlet locations should be assessed. Measures and monitoring should be undertaken to ensure erosion is not exacerbated at the inlet/outlet location. Our recommendation is to discharge to City sanitary sewer system if possible.	• The extent of dewatering requirements, and where dewatering flows to, will be determined during Detailed Design.
Cut and Cover Information	9	• Regarding the cut and cover construction of the EEB located within the Highland Creek valley, a TRCA permit in line with Ontario Regulation 166/06 will be required prior to construction commencement within TRCA regulated areas. All efforts should be taken to assess and reduce construction impacts to natural hazards and features during the construction of this EEB.	• Noted. A TRCA Permit (per O. Reg. 166/06) will be applied for and received prior to construction commencing at EEB 5.
Natural Heritage Study	10	• Staff notes the a natural heritage study was undertaken and documented in the EPR appendices which indicates that there will likely be no impacts to the natural features as the EEB is located 15m way from the deciduous forest of the Bendale Branch. Staff recommends that a comprehensive site assessment study be undertaken once the exact site of these structures is confirmed, to document the extent of natural heritage impacts, mitigation of the removals at the DD stage. Vegetation removals will feed into the development of site restoration and possible off—site vegetation/feature compensation. • Please ensure that City of Toronto Urban Forestry staff is consulted with regards to vegetation impacts.	• Comment noted. An initial meeting occurred with Urban Forestry and Ravine and Natural Features on June 23, 2017 to provide the agencies with an overview of the Project, confirm extent and requirements of the arborist work. Further consultation, as necessary, will occur with City of Toronto Urban Forestry staff as the Project develops.
DFO review	11	• Staff notes the review from DFO will be requested at the detailed design stage, please keep TRCA informed on that request (for information purposes).	• Comment noted. TTC will provide the TRCA with information on the DFO application which will occur during Detailed Design.
	12	• Efforts should be taken to manage and address surficial and groundwater dewatering along the construction area for the Highland Creek EEB and TPSS. With regards to dewatering, please consider potential for surficial erosion, groundwater seepage, and manage construction discharges to steep slopes needs to be avoided. Please provide details regarding how	• Comment noted. Details regarding the construction and management of environmental issues will be further developed during Detailed Design, included in an Erosion and Sediment Control Plan and Environmental Management Plan. See **Section 5.3.1.2, Section 5.3.1.3** and **Chapter 6 Future Commitments, Table 6-1** Item #16

		construction will occur while managing these environmental issues and protecting the features that should remain on site – through the preparation and implementation of an erosion and sediment control plan and EMP, in consultation with TRCA, as noted in the EA.	and #17.
EEB and TPSS design	13	• Staff notes that there were in-depth groundwater and hydrogeological information provided at this. Please ensure that the EEB and TPSS designs located near Highland Creek are supported by the necessary technical studies such as hydraulic studies, geotechnical and hydro-geological studies, detailed vegetation inventory work, mitigation, restoration and compensation plans. • Details of these studies should be confirmed early in the design process so they can inform the design. As discussed, staff recommends staking of the top of bank at EEB 5 location as soon as possible to help in the siting of this building.	• Comment noted. This work will be undertaken during Detailed Design. See **Chapter 6 Future Commitments, Table 6-1** Item #15.
Construction Section	14	• Please confirm whether any nearby recreational amenities (informal trail system) would be impacted during construction. Efforts should be taken to keep these amenities open during construction.	• Impacts to the informal trail system north of West Highland Creek are not anticipated during construction. Construction of EEB 5 is south of West Highland Creek on Scarborough and Rouge Hospital property.
Design Section	15	• Please provide a pre-design brief once a detailed design consultant is on board, that identifies commitments made during the EA with respect to TRCAs Areas of Interest and explain how these commitments have been fulfilled in the detailed design submissions.	• Comment noted. The pre-design brief will be developed once the design consultant has been selected.
Permit Application Package	16	• When submitting a permit application package, please include the following information: a. Construction schedule; b. Plan and profile of erosion and sediment controls and ensure they are designed in accordance with the Erosion and Sediment Control Guidelines for Urban Construction - December 2006 (www.sustainabletechnologies.ca); c. Tree and Vegetation removals plan; d. Tree and Vegetation protection measures; d. Stockpiling areas and construction limits; e. Site access, including typical cross-sections of existing and proposed grades; f. Dewatering and unwatering plans, showing how groundwater and surface water from the work area will be treated prior to release to the natural environment, if	• Comment noted. This will be undertaken during Detailed Design. See **Chapter 6 Future Commitments, Table 6-1** Item #7, #17 and #19.

		required; g. Restoration planting details and schedule for all disturbed areas (including construction access points and staging areas).	
Geotechnical Requirements	17	• The following presents the geotechnical requirements that should be undertaken at the earliest convenience to provide direction to the design of project components ▪ Please undertake the necessary geotechnical study in support of the proposed undertaking to assess the ground condition along the alignment and to provide the geotechnical design recommendations for the various components of the proposed undertaking; ▪ The proposed undertaking should avoid encountering any problematic ground conditions identified as per the geotechnical study, which can adversely impact the surrounding area and causes hazards; ▪ For the proposed emergency exit building, where it is located in proximity to the valley slopes or banks (e.g. Drawing SSE-G312 – Emergency Exit Building), the slope stability and erosion hazard assessment should be undertaken to ensure that the proposed work is not undermined by erosion hazard in long-term or does not destabilize the valleys. In this case, the position of the Long-Term Stable Top of Slope should be delineated with a minimum safety factor of 1.50 as per geotechnical study; ▪ In areas near the Highland Creek (Bendale Branch) the slope stability and erosion hazard assessment should be undertaken to ensure that the proposed work is not undermined by erosion hazard in long-term or does not destabilize the valleys. ▪ Where the stabilization is required due to the active erosion in the Highland Creek valley system, the stabilization should be designed by geotechnical engineer to ensure that a minimum safety factor of 1.50 is met after stabilization; ▪ If warranted, any grading, alterations or earthworks and retaining structures should be properly reviewed and design by a site-specific geotechnical studies and all necessary analyses. Further, all engineering drawings should be prepared showing all necessary details and specifications and submitted as signed and sealed by Licensed Professional Engineer; ▪ If it is determined that works are warranted near the creek slope and valleys, the construction methodology and	• TTC and the City acknowledge the geotechnical requirements recommended by the TRCA to be undertaken to inform the design of EEB 5 and ensure long term stability of the permanent structures. The geotechnical investigation along the alignment is ongoing and the results of the investigation will inform the Detailed Design. A slope stability and erosion hazard assessment will be undertaken during Detailed Design. See **Chapter 6 Future Commitments, Table 6-1** Item #16.

		sequencing should be presented to ensure that the surrounding ground/slope is not adversely impacted during the construction; ▪ Where the work requires the construction access into the steep slopes and valleys (e.g. the shafts for construction of the EEB 5), the cross-sections and profile should be presented for the access. ▪ The slope stability assessment is required to study the cross-sections (cuts and fills) and to confirm that the slope stability is met. The slope stability analyses should also account for the heavy machinery/equipment loads and vibrations ▪ If the construction of EEB 5 or the TPSS results in alterations and disturbance into the slopes and valleys, the stabilization after the construction is required to be reviewed by the geotechnical engineer. Given the slope geometry and the extent of the alterations, the stabilization may require to be engineered (e.g. engineering structures) to ensure that the stabilization remains stable in long-term with a minimum safety factor of 1.50. Further, all necessary engineering details, cross-sections should be prepared by geotechnical engineer and submitted as signed and sealed by Licensed Professional Engineer.	
Detailed Design	18	• Please refer to the following TRCA policy programs and guidelines for guidance when developing the detailed design components of the EEB, Stations and TPSS. Please include these studies and reference documents to Table 5.5 of the EPR. ▪ TRCA Stormwater Management Criteria – (2012); ▪ Low Impact Development Guidelines for Storm Water Management Design; ▪ GGHACA Erosion and Sediment Control Guidelines for Urban Construction (2006); ▪ TRCA Geotechnical Engineering Design and Submission Plan Guidelines; ▪ TRCA Environmental Impacts Statement Guidelines. ▪ Link to TRCA website where all these documents can be downloaded http://www.trca.on.ca/planning-services-permits/developers-and-consultants-information/planning-and-development-procedural-manual.dot#subm	• **Table 5-5** was updated to reflect criteria and guidelines needed to develop the EEBs, TPSSs and the Scarborough Centre Station.
Natural	19	• Please ensure that vegetation protection is implemented in	• Comment noted. The construction footprint for the EEB 5

Environment-mitigation		line with City of Toronto Tree Protection Policy and Specifications for construction near trees. • As mentioned in previous discussions, our preference is to stage works in such a way to minimize the amount of disturbed areas at a given time. Temporary site restoration should be incorporated into the construction staging and sequencing process to the extent possible. • As noted in previous discussions, TRCA may seek further compensation for all vegetation losses within the natural system as a result of this project. The removals plan will be used to determine compensation required for losses and damages. Please ensure removals plan show species and quantity of vegetation removed and where they will be removed. • On average TRCA recommends a minimum compensation in line with TRCA compensation protocol ratios, the details can be worked out with City of Toronto Urban Forestry during the detailed design phase.	will be limited as far as practical. Where vegetation removal is required, TTC in collaboration with the City will develop a Removal Plan and continue consultation with Urban Forestry and the TRCA for any due mitigation and/or compensation.
	20	• Please ensure that TRCA is circulated on the planning act review for the structures proposed within our regulated area.	• Comment noted. TRCA will be included in site plan application review related to EEB 5.
6.1	21	• Staffs notes and commends the efforts to coordinate construction with Toronto Hydro, Toronto Water and other agencies that may be affected by utility relocations to help minimize the overall impacts of the project on the existing natural heritage system. Please note that these works may require separate permits from TRCA and include this item the future commitment section (6.1) of the report.	• Comment noted. Future Commitment for utilities (**Chapter 6**, **Table 6.1** Item #29) will be amended to be clearer that all permits necessary for utility relocations will be sought from all relevant parties.

311
Toronto at your service

Nish Bala

From: rick.schatz@HydroOne.com
Sent: June-01-17 10:15 AM
To: scarboroughsubwayextension; Mike Logan
Cc: Tessa.Mackay@ttc.ca
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

We are in receipt of the Draft – Executive Summary: Scarborough Subway Extension Environmental Project Report. Unfortunately due to the size of this report, Hydro One does not have the resources at hand to review the report in detail. Hydro One has been providing preliminary comments through Tessa Mackay with response to conceptual drawings we received for review. Those comments as required provide our current position.
We did note that the report suggests (on Pages 10 and 11) that Traction Power Substation # 2 is proposed to be located on the hydro corridor. **This is not correct.** Hydro One has repeatedly advised that the TPS will not be permitted on the corridor. Please remove any reference to the hydro corridor location from your Draft report.

Richard (Rick) Schatz SR/WA
Senior Real Estate Coordinator

Hydro One Networks Inc.
Tel: 905-946-6233
Cell: 416.735.2909
Email: Rick.Schatz@HydroOne.com

From: scarboroughsubwayextension [mailto:scarboroughsubwayextension@toronto.ca]
Sent: Monday, May 08, 2017 8:42 AM
To: scarboroughsubwayextension
Cc: Mike Logan
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team members,

Please find a link to the Scarborough Subway Extension Draft Environmental Project Report (EPR) below:

File	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf	92,656KB

If you wish to receive a hard copy or CD, please indicate the number of copies.

The deadline for comments on the draft EPR is **June 12, 2017.**

If you have any questions about the EPR, please contact Mike Logan at 416-338-5568.

Thank you,

Nish Bala
416-392-6682

From: Nish Bala **On Behalf Of** scarboroughsubwayextension
Sent: May-01-17 3:32 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team,

Please be advised that a copy of the Scarborough Subway Extension Draft Environmental Project Report (EPR) will be issued electronically on Friday May 5, 2017. If you wish to receive a hard copy or CD, please indicate the number of copies.

The deadline for comments on the draft EPR is **June 12, 2017.**

If you have any questions about the EPR, please contact Mike Logan at 416-338-5568.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca
TORONTO

This email and any attached files are privileged and may contain confidential information intended only for the person or persons named above. Any other distribution, reproduction, copying, disclosure, or other dissemination is strictly prohibited. If you have received this email in error, please notify the sender immediately by reply email and delete the transmission received by you. This statement applies to the initial email as well as any and all copies (replies and/or forwards) of the initial email

Hydro One Networks Inc.
483 Bay Street
TCT13, North Tower
Toronto, Ontario, M5G 2P5
Rossella.Fazio@HydroOne.com
Tel: 416-345-6411

Rossella Fazio
Manager, Integration and Secondary Land Use

hydro one

June 9, 2017

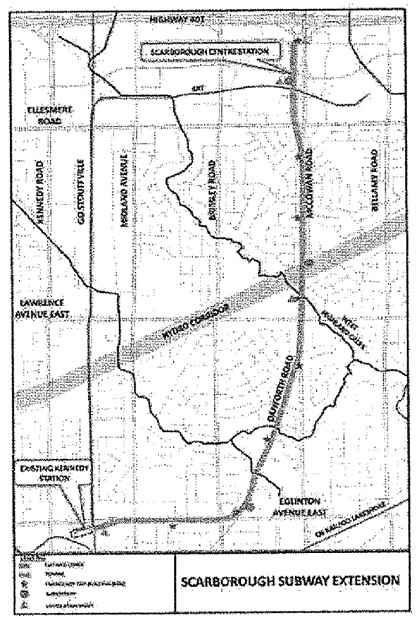
Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report (EPR)

Dear Nish Bala:

The Draft Executive Summary: Scarborough Subway Extension Environmental Project Report (EPR) that is currently being circulated to the Government Review Team states on pages 10 and 11 that the Traction Power Station (TPS) number 2 will be located on the Hydro Gatineau transmission corridor. The map of the location is shown below.

Exhibit E4.5: Alignment Showing Locations of Emergency Exit Buildings and Ventilation Structures



On Feb. 1, 2017, Hydro One sent an e-mail to Stephanie Rice, Director, Third Party, Planning and Property, TTC, stating that Hydro One cannot allow a TPS on the hydro corridor, even underground. It is not considered a compatible use by our engineers. It is our understanding from a telephone conversation from Tessa Mackay (TTC) and Rick Schatz (Hydro One) on June 8 that all references to the TPS being located on the hydro corridor will be removed from the EPR .

Sincerely,

Rossella Fazio

Cc.
Mike Logan
Yves Dagssie, MOECC Review Officer
Enza Cancilla, Hydro One
Rick Schatz, Hydro One

Nish Bala

From: patricia.staite@HydroOne.com
Sent: June-12-17 4:57 PM
To: scarboroughsubwayextension
Cc: Mike Logan; Nish Bala; yves.dagssie@ontario.ca; enza.cancilla@HydroOne.com; rick.schatz@HydroOne.com; rossella.fazio@HydroOne.com
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report
Attachments: Scarborough subway extension TPAP.pdf

Thank you for the opportunity to comment on the Scarborough Subway Extension Draft Environmental Project Report. I have attached a letter with comments from Hydro One.

Patricia Staite
Team Lead – Environmental Assessments
Environmental Services and Approvals
Hydro One Networks Inc.
483 Bay Street TCT 12
Toronto, ON M5G 2P5

o-416-345-6686
c-416-819-0456

From: scarboroughsubwayextension [mailto:scarboroughsubwayextension@toronto.ca]
Sent: Friday, June 02, 2017 2:10 PM
To: scarboroughsubwayextension
Cc: Mike Logan
Subject: RE: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team,

Please be advised that the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is **June 12, 2017.**

File	Description	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf		92,656KB

Download all files (.zip)

If you are unable to meet the deadline, please advise as soon as possible.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,
Mike Logan

James Perttula
Director, Transit and Transportation Planning

Jennifer Keesmaat, MES, MCIP, RPP
Chief Planner & Executive Director
City Planning Division

Transportation Planning
City Hall
21st Floor, East Tower
Toronto, Ontario M5H 2N2

Tel: (416) 392-4744
Fax: (416) 392-1591
E-mail: jperttu@toronto.ca
www.toronto.ca/planning

August 15, 2017

Patricia Staite
Team Lead – Environmental Assessments
Hydro One Networks Inc.
483 Bay Street TCT 12
Toronto, ON M5G 2P5

Dear Ms. Staite:

RE: Scarborough Subway Extension – Comments on the Draft Environmental Project Report (EPR)

On behalf of the *Scarborough Subway Extension* (SSE) Study Team, thank you for providing comments on the Draft Environmental Project Report (EPR), received June 16, 2017. We would like to take this opportunity to address your comments in advance of the publication of the Final EPR.

The consideration and assessment of impacts is a key component of the Transit Project Assessment Process (TPAP), the Environmental Assessment (EA) process to which the SSE is subject. As such, in response to your comment (attached for your reference) regarding the placement of the Traction Power Substation (TPSS), this is to confirm that it is the Study Team's intention to proceed with relocating TPSS 2 adjacent to the Hydro Gatineau transmission corridor at No. 1 and 3 Bellechasse Street.

As you are aware, a meeting was held on July 25, 2017 with residents in the immediate vicinity of the properties affected by the relocation. The purpose of the meeting was to explain the reason for, and the details associated with, the relocation of TPSS 2. At this meeting, Councillor de Baeremaeker advised residents that he plans to further discuss this matter directly with Hydro One staff. These discussions will be taking place after the publication of the Notice of Completion. In any event, the Final EPR is proceeding with the recommendation for the TPSS to be located at No. 1 and 3 Bellechasse Street, as noted above.

Please be advised your comments, along with the Study Team's response to them and where applicable changes have been made to the EPR, will be included in the Final EPR which will be published for a 30-day review period starting in August 2017. Once the Final EPR has been prepared a Notice of Completion will be sent to you with further details regarding this review process.

We hope the information provided in this letter is useful to you. If you have any questions or comments, would like to schedule a meeting or require additional information, please contact me at your earliest convenience by phone (416-338-5568) or email (mike.logan@toronto.ca). You may also visit the project website www.scarboroughsubwayextension.ca.

Regards,

Mike Logan
Program Manager
Transportation Planning
City of Toronto

Encl.
Comments from Hydro One Networks Inc.

cc. Yves Dagssie, Special Project Officer, MOECC

cc. Rick Schatz, Hydro One

311 toronto at your service

311 toronto at your service

From: scarboroughsubwayextension
Sent: May-01-17 3:32 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Scarborough Subway Extension Government Review Team,

Please be advised that a copy of the Scarborough Subway Extension Draft Environmental Project Report (EPR) will be issued electronically on Friday May 5, 2017. If you wish to receive a hard copy or CD, please indicate the number of copies.

The deadline for comments on the draft EPR is **June 12, 2017.**

If you have any questions about the EPR, please contact Mike Logan at 416-338-5568.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca

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D Ministry of the Environment and Climate Change

Environmental Approvals Branch

135 St. Clair Avenue West
1st Floor
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax: 416 314-8452

Ministère de l'Environnement et de l'Action en matière de changement climatique

Direction des autorisations environnementales

135, avenue St. Clair Ouest
Rez-de-chaussée
Toronto ON M4V 1P5
Tél : 416 314-8001
Téléc. : 416 314-8452

Ontario

April 12, 2017

City of Toronto & TTC
City Hall, 21st Floor, East Tower
100 Queens Street West
ON, M5C 1S6

Re: Transit Project Assessment Process - Identifying Interested Indigenous Communities

Dear Mr. Gary Papas:

Thank you for meeting with us on April 11, 2017 to discuss the pre-submission phase for the Scarborough Subway Extension Project from Bloor-Danforth to Scarborough Centre (Project). During our meeting you requested that the Ministry of the Environment and Climate Change (ministry) provide assistance in identifying Indigenous communities who may have an interest in this Project. I am pleased to provide you with the following information.

As you are aware, the Government of Ontario (the "Crown") has a constitutional duty to consult Aboriginal communities when Crown project approvals could lead to an adverse impact on established or asserted Aboriginal or treaty rights. The Crown may use existing regulatory processes as a vehicle for fulfilling its constitutional duty, including an environmental assessment under Part II of the Environmental Assessment Act.

The Crown has a duty to consult communities when it knows about established or credibly asserted Aboriginal or treaty rights, and contemplates decisions or actions that could adversely affect them. Although the Crown remains responsible for ensuring the adequacy of consultation with potentially-affected Aboriginal communities, it may delegate procedural aspects of the consultation process to project proponents. **The Ontario Ministry of the Environment and Climate Change is delegating the procedural aspects of consultation to you through this letter.**

List of Communities to Consult

Based on the information you have provided and the Crown's preliminary assessment of Aboriginal community rights and potential Project impacts, the following communities must be consulted on the basis that they have or may have constitutionally protected Aboriginal or treaty rights that could be adversely affected by the Project:

Community	Contact Information
Mississaugas of the New Credit First Nation	Chief Stacey LaForme 2789 Mississauga Rd., R.R. #6 Hagersville, ON NOA 1HO
Alderville First Nation*	Chief James R. Marsden 11696 Second Line, P.O. Box 46 Roseneath, Ontario K0K 2X0
Hiawatha First Nation*	Chief Laurie Carr 123 Paudash Street, R.R. #2 Keene, ON K0L 2G0
Mississaugas of Scugog Island*	Chief Kelly LaRocca 22521 Island Road Port Perry, ON L9L 1B6
Curve Lake First Nation*	Chief Phyllis Williams 22 Winookeeda Road Curve Lake, ON K0L 1R0
All correspondences to Alderville First Nation, Hiawatha First Nation, Mississaugas of Scugog Island and Curve Lake First Nation to: **Karry Sandy-McKenzie, Barrister & Solicitor** Williams Treaty First Nations Coordinator 8 Creswick Court Barrie, ON L4M 2J	
If highly likely that archaeological resources will be discovered, or once they have been found please notify: **Huron-Wendat Nation Council** Grand Chief Konrad Sioui 255 Place Chef-Michel-Laveau Wendake, QC G0A 4V0	

Consultation Activities

Steps that you may need to take in relation to Aboriginal consultation for your Project are outlined in the "Code of Practice for Consultation in Ontario's Environmental Assessment Process" which can be found at the following link: https://www.ontario.ca/document/consultation-ontarios-environmental-assessment-process

The ministry relies on consultation conducted by proponents when it assesses the Crown's obligations and directs proponents during the regulatory process. The proponent's responsibilities for procedural aspects of consultation include:

- Providing First Nation and/or Métis communities with information about the proposed project/activity including anticipated impacts, and information on timelines;
- Following up with First Nation and/or Métis communities to ensure they received project/activity information and that they are aware of the opportunity to express comments and concerns about the project. If you are unable to make the appropriate contacts (e.g. are unable to contact the Chief) please contact the appropriate Project Officer for further direction;
- Gathering information about how the project could adversely impact the relevant Aboriginal and/or Treaty rights (for example, hunting, fishing) or sites of cultural significance (for example, burial grounds, archaeological sites);
- Considering the comments and concerns provided by First Nation and/or Métis communities and providing responses;
- Where appropriate, discussing potential mitigation strategies with First Nation and/or Métis communities;
- Bearing the reasonable costs associated with these procedural aspects of consultation; and,
- Maintaining a Consultation Record and providing copies to the ministry.

Notice of Commencement

The ministry is pleased that you intend to follow the transit project assessment process as per Ontario Regulation 231/08 for the Project. Please be advised that when you initiate the assessment process, a Notice of Commencement should be sent to Annamaria Cross, Director of Environmental Approvals Branch (EAB) and the ministry's Regional Director for the region in which the Project is located, as well as to the Indigenous communities identified above. Prior to issuing a Notice of Commencement, proponents are encouraged to contact EAB, the ministry's regional office and other government agencies to determine their level of interest in the Project.

Should you have any questions or concerns, please feel free to contact me directly at (416) 314-7222 or by e-mail at Yves.Dagssie@ontario.ca.

Sincerely,

Yves.D

Yves Dagssie, Special Project Officer
Environmental Approvals Branch
Ministry of the Environment and Climate Change
135 St. Clair Avenue West, 7th Floor
Toronto, Ontario M4V 1P5

Gary Papas

From: scarboroughsubwayextension
Sent: Thursday, April 27, 2017 8:36 AM
To: 'annamaria.cross@ontario.ca'; 'tina.dufresne@ontario.ca'
Cc: Gary Papas; Mike Logan; Nish Bala; James Perttula; 'gary.carr@ttc.ca'; Tessa.Mackay@ttc.ca; 'Yves.Dagssie@ontario.ca'; scarboroughsubwayextension
Subject: Scarborough Subway Extension – Launch of the Transit Project Assessment Process
Attachments: Scarborough Subway Extension TPAP NOC.PDF

Hello Annamaria and Tina,

The City of Toronto and TTC is launching the Transit Project Assessment Process today, April 27, 2017. Please find the Notice of Commencement attached.

If you have any questions about the TPAP, please contact Mike Logan at 416-338-5568 or Gary Papas at 416-338-2408.

Thank you,

Nish *Bala*
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca
TORONTO

Gary Papas

From: Nish Bala
Sent: Monday, May 08, 2017 11:25 AM
To: 'Kevin.Webster@ontario.ca'; 'Paul.D.Martin@ontario.ca'; 'Karoly.Tajnay@ontario.ca'; 'Ian.Greason@ontario.ca'; 'Simon.Chan@ontario.ca'; 'Chunmei.Liu@ontario.ca'; 'Yves.Dagssie@ontario.ca'
Cc: Mike Logan; Gary Papas; scarboroughsubwayextension
Subject: Scarborough Subway Extension EPR Stormwater Management Report
Attachments: App B-2 Stormwater Management Report.pdf

Hello,

In addition to the Scarborough Subway Extension Environmental Project Report(EPR) that were delivered to you two weeks ago, please find an electronic copy of the Stormwater Management Report attached. A hardcopy of the report has been issued to you via registered mail.

If you have any questions about the EPR, please contact Mike Logan at 416-338-5568 or mike.logan@toronto.ca.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca
TORONTO

Gary Papas

From: Paula Pregent
Sent: Thursday, May 11, 2017 3:12 PM
To: 'ian.greason@ontario.ca'
Cc: Gary Papas; Nish Bala; Mike Logan
Subject: Request for meeting: Scarborough Subway Extension draft EPR

Hello Ian,

The City of Toronto, together with the Toronto Transit Commission (TTC), would like to arrange a meeting to discuss the draft Environmental Project Report (EPR) for the Scarborough Subway Extension (SSE).

The City, and TTC have been asked to arrange these meetings to discuss the sections of the EPR within your purview.

The Program Manager, Mike Logan (City), and Project Manager, Gary Carr (TTC) would be happy to answer any of your questions and receive preliminary feedback.

Kindly provide a few dates/times for a 2-hour meeting that work best for you. We suggest meeting in the next two weeks.

Please note we are happy to meet at your work location.

Best regards,
Paula Pregent
Administrative Assistant to James Perttula
Director, Transit & Transportation Planning
City Planning Division, City Hall
100 Queen Street West, 21st Floor East Tower
Toronto, ON M5H 2N2

416-392-8120
Paula.Pregent@toronto.ca

Gary Papas

From: Paula Pregent
Sent: Thursday, May 11, 2017 3:14 PM
To: 'Chunmei.Liu@ontario.ca'
Cc: Gary Papas; Nish Bala; Mike Logan
Subject: Request for meeting: Scarborough Subway Extension draft EPR

Hello Liu,

The City of Toronto, together with the Toronto Transit Commission (TTC), would like to arrange a meeting to discuss the draft Environmental Project Report (EPR) for the Scarborough Subway Extension (SSE).

The City, and TTC have been asked to arrange these meetings to discuss the sections of the EPR within your purview.

The Program Manager, Mike Logan (City), and Project Manager, Gary Carr (TTC) would be happy to answer any of your questions and receive preliminary feedback.

Kindly provide a few dates/times for a 2-hour meeting that work best for you. We suggest meeting in the next two weeks.

Please note we are happy to meet at your work location.

Best regards,
Paula Pregent
Administrative Assistant to James Perttula
Director, Transit & Transportation Planning
City Planning Division, City Hall
100 Queen Street West, 21st Floor East Tower
Toronto, ON M5H 2N2

416-392-8120
Paula.Pregent@toronto.ca

Gary Papas

From: Paula Pregent
Sent: Thursday, May 11, 2017 3:11 PM
To: 'kevin.webster@ontario.ca'
Cc: Gary Papas; Nish Bala; Mike Logan
Subject: Request for meeting: Scarborough Subway Extension draft EPR

Hello Kevin,

The City of Toronto, together with the Toronto Transit Commission (TTC), would like to arrange a meeting to discuss the draft Environmental Project Report (EPR) for the Scarborough Subway Extension (SSE).

The City, and TTC have been asked to arrange these meetings to discuss the sections of the EPR within your purview.

The Program Manager, Mike Logan (City), and Project Manager, Gary Carr (TTC) would be happy to answer any of your questions and receive preliminary feedback.

Kindly provide a few dates/times for a 2-hour meeting that work best for you. We suggest meeting in the next two weeks.

Please note we are happy to meet at your work location.

Best regards,
Paula Pregent
Administrative Assistant to James Perttula
Director, Transit & Transportation Planning
City Planning Division, City Hall
100 Queen Street West, 21st Floor East Tower
Toronto, ON M5H 2N2

416-392-8120
Paula.Pregent@toronto.ca

Gary Papas

From: Paula Pregent
Sent: Thursday, May 11, 2017 3:12 PM
To: 'Paul.D.Martin@ontario.ca'
Cc: Gary Papas; Nish Bala; Mike Logan
Subject: Request for meeting: Scarborough Subway Extension draft EPR

Hello Paul,

The City of Toronto, together with the Toronto Transit Commission (TTC), would like to arrange a meeting to discuss the draft Environmental Project Report (EPR) for the Scarborough Subway Extension (SSE).

The City, and TTC have been asked to arrange these meetings to discuss the sections of the EPR within your purview.

The Program Manager, Mike Logan (City), and Project Manager, Gary Carr (TTC) would be happy to answer any of your questions and receive preliminary feedback.

Kindly provide a few dates/times for a 2-hour meeting that work best for you. We suggest meeting in the next two weeks.

Please note we are happy to meet at your work location.

Best regards,
Paula Pregent
Administrative Assistant to James Perttula
Director, Transit & Transportation Planning
City Planning Division, City Hall
100 Queen Street West, 21st Floor East Tower
Toronto, ON M5H 2N2

416-392-8120
Paula.Pregent@toronto.ca

Gary Papas

From: Paula Pregent
Sent: Thursday, May 11, 2017 3:13 PM
To: 'simon.chan@ontario.ca'
Cc: Gary Papas; Nish Bala; Mike Logan
Subject: Request for meeting: Scarborough Subway Extension draft EPR

Hello Simon,

The City of Toronto, together with the Toronto Transit Commission (TTC), would like to arrange a meeting to discuss the draft Environmental Project Report (EPR) for the Scarborough Subway Extension (SSE).

The City, and TTC have been asked to arrange these meetings to discuss the sections of the EPR within your purview.

The Program Manager, Mike Logan (City), and Project Manager, Gary Carr (TTC) would be happy to answer any of your questions and receive preliminary feedback.

Kindly provide a few dates/times for a 2-hour meeting that work best for you. We suggest meeting in the next two weeks.

Please note we are happy to meet at your work location.

Best regards,
Paula Pregent
Administrative Assistant to James Perttula
Director, Transit & Transportation Planning
City Planning Division, City Hall
100 Queen Street West, 21st Floor East Tower
Toronto, ON M5H 2N2

416-392-8120
Paula.Pregent@toronto.ca

Nish Bala

From: Paula Pregent
Sent: May-19-17 9:57 AM
To: Nish Bala
Subject: FW: Request for meeting: Scarborough Subway Extension draft EPR

From: Paula Pregent
Sent: May-15-17 9:48 AM
To: 'Karoly.Tajnay@ontario.ca' <Karoly.Tajnay@ontario.ca>
Subject: FW: Request for meeting: Scarborough Subway Extension draft EPR

Hello Karoly,

The City of Toronto, together with the Toronto Transit Commission (TTC), would like to arrange a meeting to discuss the draft Environmental Project Report (EPR) for the Scarborough Subway Extension (SSE).

The City, and TTC have been asked to arrange these meetings to discuss the sections of the EPR within your purview.

The Program Manager, Mike Logan (City), and Project Manager, Gary Carr (TTC) would be happy to answer any of your questions and receive preliminary feedback.

Kindly provide a few dates/times for a 2-hour meeting that work best for you. We suggest meeting in the next two weeks.

Please note we are happy to meet at your work location.

Best regards,
Paula Pregent
Administrative Assistant to James Perttula
Director, Transit & Transportation Planning
City Planning Division, City Hall
100 Queen Street West, 21st Floor East Tower
Toronto, ON M5H 2N2

416-392-8120
Paula.Pregent@toronto.ca

Nish Bala

From: Dagssie, Yves (MOECC) <Yves.Dagssie@ontario.ca>
Sent: June-12-17 4:07 PM
To: Mike Logan; Gary.Carr@ttc.ca; 'Stephanie.Rice@ttc.ca'
Cc: Gary Papas; Nish Bala; 'Tessa.Mackay@ttc.ca'
Subject: Re: Scarborough Subway Extension Draft EPR Comments - MOECC - EAB
Attachments: Yves Dagssie - SSE Draft EPR Review Comments Jun 12 2017.pdf

Greetings,

As promised, please find attached the Ministry of the Environment and Climate Change's Environmental Approvals Branch comments, pertaining to the key sections of the April 10, 2017 draft EPR submission, for consideration by the City of Toronto and The Toronto Transit Commission when finalizing the EPR for submission to the ministry. Comments from Central Region and Toronto District Offices (Appendices A, B, C and E) will follow.

Please let me know if you have any question or concern.

Regards.

Yves Dagssie, PMP | Special Project Officer
Environmental Assessment Services | Environmental Approvals Branch
Ministry of the Environment and Climate Change | 135 St. Clair Ave. W, 7th Floor, Toronto ON M4V 1P5
T: 416.314.7222 | F: 416.314.8452 | E: Yves.Dagssie@ontario.ca

Please consider the environment before printing this email.

Ministry of the Environment and Climate Change

Environmental Approvals Branch

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Ministère de l'Environnement et de l'Action en matière de changement climatique

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Ontario

June 12, 2017

MEMORANDUM

TO: Mr. Mike Logan, Program Manager
Transportation Implementation Unit,
City Planning
City of Toronto

FROM: Mr. Yves Dagssie
Special Project Officer
Environmental Approvals Branch
Ministry of the Environment and Climate Change

RE: Draft Environment Project Report for the Scarborough Subway Extension Project from Kennedy Station to Scarborough Centre Station.

The Ministry of the Environment and Climate Change's (the ministry) Environmental Approvals Branch, Environmental Assessment Services Section, has completed its review of the draft Environment Project Report (EPR) for the Scarborough Subway Extension Project (Project) from Kennedy Station to Scarborough Centre Station. The review was carried out to determine whether or not the draft EPR meets the expectations set forth in the ministry's Guide: Ontario's Transit Project Assessment Process (TPAP) and the requirements set forth in Ontario Regulation 231/08 (O.Reg.231/08), Transit Projects and Greater Toronto Transportation Authority Undertakings (Transit Regulation).

The ministry's Approvals Branch has prepared the following comments, pertaining to the below identified key sections of the draft EPR documentation, for consideration by the City of Toronto (the City) and The Toronto Transit Commission (TTC) when finalizing the EPR for submission to the ministry.

Description of the Proposed Undertaking

Section 3 entitled "Choosing the Preferred Alignment and Station / Bus Terminal Location" and section 4 entitled "Project Description" provide a description of the transit project; its preferred alignment and station location as well as the design description and illustration of the other components including, but not limited to, tunnel ventilation, emergency exit buildings and

traction power substation that constitute the proposed Transit Project for which approval under the Transit Regulation is being sought.

As per our email exchange on May 9, 2017 and meeting conversation on May 18, 2017 it is understood that, alternatives evaluation/analysis has been included in table 3-1 of section 3 entitled "Summary of Corridor Evaluation" of the EPR for informational and historical purposes only, and is to be consider "out of scope" for this undertaking. Accordingly, when referring to alternatives evaluation, the City/TTC should clarify that, alternatives were consider only as part of the pre-planning work and not as part of the proposed Subway Extension from Kennedy Station to Scarborough Centre Station project.

Consultation

Section 7 entitled "Communication and Consultation Process" provides a description of the communication and consultation activities that were carried out with stakeholders including general public, government regulatory agencies and Aboriginal communities. Appendix C entitled "Summary of Public Comments" provides a summary of the comments that were received from the public during the preliminary consultation phase (Phase 1-3).

It is understood that, a total of four (4) formal rounds of communication and consultation activities were organized as part of the consultation process, of which three were organized as part of preliminary planning and one under the TPAP phase which is currently underway, the ministry's review of the draft EPR has noted that, no record of consultation describing the City/TTC interaction with interested persons or a complete summary of comments from key government regulatory agencies and Aboriginal communities, particularly; the Ministry of Natural Recourses and Forestry (MNRF), Toronto Region Conservation Authority (TRCA), and Ministry of Tourism, Culture and Sport (MTCS) as identified in Section 7.3.5 and Section 7.3.6 of the draft EPR was included in the documentation to confirm that, there is no cultural or natural heritage or Aboriginal issues-matters of provincial importance.

Accordingly, the City/TTC should include in the EPR a complete record of consultation for ministry review prior to issuing a Notice of Completion. As previously mentioned during our meeting on May 18, 2017, it is suggested that consideration be given to including, within the final EPR a completed summary of comments, in a tabular format (Issue-Response format), describing how and what the City/TTC did to address all the concerns raised during the TPAP consultation phase, as required by the Subsection 9.2(10) of the Ontario Transit regulation (O.Reg.231/08).

Furthermore, the review of section 7.3.6 entitled "Engagement with Indigenous Communities," which describes what the City/TTC did to engage with the Aboriginal communities, has noted that there is very little information included with respect to how engagement with Aboriginal communities has been carried out or planned throughout all phases of the project in order to give them an opportunity to participate and provide comments on the project.

Although it is understood that, the EPR package is still to be finalized prior to issuing a Notice of Completion, it is the ministry's expectation that, the City/TTC will make a consolidated good faith effort (such as follow up calls and electronic mails…etc.) to appropriately inform, engage and notify the identified interested Aboriginal communities in order to reassure the ministry that potential environmental issues or concerns of provincial importance have been appropriately responded to and/or addressed throughout the TPAP process.

Environmental Impact Assessment & Evaluation

Section 5, entitled "Impacts, Mitigation Measures and Monitoring" describes how the recommended plan as described in Section 4 and illustrated in Exhibit 4-17a-t may interact with the existing environmental conditions/features, as described in Sections 2. It also defines predetermined initiatives and monitoring activities that will act as built-in mitigation measures to counteract with the potential environmental impacts throughout the different phases of the project (Displacement of Existing Features, Construction, Operations and Maintenance).

However, some of the mitigation measures impacting key environmental features such as Waste Management, Air Quality, Noise and Vibration, Drainage and Hydrology, Fisheries and Aquatic Habitat on Table 5-5 (Displacement of Existing Features), Table 5-6(Construction) and Table 5-7(Maintenance and Operation) are not associated/linked to a monitoring program to monitor or verify the effectiveness of the identified mitigation strategies. Accordingly, it is recommended that, consideration be giving to including a monitoring program for each of the identified mitigation strategies as outlined in the above mentioned sections of the EPR prior to issuing a Notice of Completion.

Climate Change Mitigation

From Section (1), entitled "Introduction" and Section (4), entitled "Project Description", it is understood that, the main objective of the Line 2 - Bloor-Danforth Subway extension project from Kennedy Station to Scarborough Center Station, is to support the development of Scarborough Centre as a vibrant regional urban centre by bringing a rapid transit option within walking distance to more people while creating a seamless journey for transit users at higher speed than a light rail transit.

Even though it is also understood from section 5.4.2.4 entitled "Climate Change" that, the project will encourage residential intensification and urbanization of Scarborough Centre, by facilitating compact land use as well as contributing to Greenhouse Gases (GHGs) reduction by decreasing the number of cars on the route, the ministry's review has noted that, nothing has been mentioned with respect to how the City/TTC intends to monitor and maintain the low carbon footprint cumulative benefit that has been identified in this section. And/or, if any predetermined improvement measures/strategies have been identified as part of the TPAP planning process in order to reassure the ministry that, the City/TTC, to the best of their knowledge and ability will continue to strive for the best possible technologies, infrastructures, vehicles, buildings and structures that will reduce greenhouse gas emissions associated with the operation and maintenance of the new subway line.

One of the key components of the ministry's mandate includes building on and supporting the most current science, by leading the development of a new long-term climate change strategy for Ontario to help the government achieve its greenhouse gas reduction targets of 15% by 2020, 37% by 2030 and 80% by 2050 below 1990 level. Furthermore, the climate change action plan, as required by section 7(1) of Ontario's Climate Change Mitigation and Low-carbon Economy Act, 2016, sets out steps and actions that may be taken to fight climate change as well as initiatives relating to the reduction of greenhouse gas from transportation such as public transit vehicles, infrastructure and buildings that reduce greenhouse gas emissions.

As the government work to achieve its goal of a "low-carbon economy", it is the expectation of the ministry that, the City/TTC demonstrate its awareness and contribution toward the government greenhouse gas reduction targets. It's therefore suggested that further consideration be given to including in the EPR documentation, the City/TTC's commitments and

intentions with respect to how the Scarborough Subway extension project will be used as an opportunity to support the ministry's mandate, and contribute to Climate Change mitigation.

In addition to the comments set forth above, please find below the noise and vibration review comments from the MOECC's Approvals Branch. Comments from Central Region and Toronto District Offices (Appendices A, B, C and E) will follow.

Should you have any question or concern please feel free to contact me at (416) 314-7222 or by e-mail at Yves.Dagssie@Ontario.ca.

Yours sincerely,

Yves.D

Yves Dagssie, Special Project Officer
Environmental Approvals Branch
Ministry of the Environment and Climate Change

Cc: Gary Carr, Project Manager, TTC
Stephanie Rice, Director,TTC

Attachments:

- Appendix D: Environmental Approvals Branch, Noise and Vibration Review Comments

Ministry of the Environment and Climate Change

Environmental Approvals Branch

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Ministère de l'Environnement et de l'Action en matière de changement climatique

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Ontario

May 25, 2017

To: Yves Dagssie
Special Project Officer
Environmental Approvals Branch

From: Justin Hugh
Senior Noise Engineer
Environmental Approvals Branch

Re: Noise and Vibration Review Comments
City of Toronto Scarborough Subway Extension
Noise File No.: E0005-17 (Appendix D)

This office was requested to review the following documents:

(a) "Scarborough Subway Extension Environmental Project Draft Report" prepared by AECOM and dated April 26, 2017; and

(b) "Noise and Vibration Impact Study, Transit Project Assessment Process, Scarborough Subway Extension (SSE) McCowan Alignment from Kennedy Station to Scarborough Town Centre" prepared by SS Wilson Associates and dated April 25, 2017.

The project entails the construction of a 6.2 kilometre extension to the Bloor-Danforth subway line (Line 2) from Kennedy Station express to Scarborough Centre, and including a new station (Scarborough Centre Station) at its eastern terminus. The planned alignment will follow Eglinton Avenue East within the road right of way from Kennedy Station to Danforth Road. It will then follow Danforth Road to its intersection with McCowan Road and follow McCowan road to Scarborough Centre Station. This subway extension requires the construction of one (1) new subway station at Scarborough Centre, three (3) traction power substations, and eight (8) emergency exit buildings. The tunnel will be constructed using a single tunnel boring machine. The rail will be installed on a floating slab to reduce noise and vibration effects.

The following are the noise and vibration comments on the above noted reports:

April 26 2017, Environmental Project Report

(1) Noise and Vibration Criteria: section 2.2.2 makes general reference to MOECC and TTC noise and vibration joint protocols, but does not identify the applicable document. Include specific reference to the applicable publication which is discussed in Section 2.1 of the Noise and Vibration Report.

(2) Vibration Velocity Units: the table in section 5.4.2.2 expresses the vibration velocity criteria in units of decibels (dB reference 10^{-6} ips). The MOECC / TTC vibration velocity criterion is expressed in millimetres per second (mm/sec). Express the vibration velocity criteria in this table in units of millimetres per second (mm/sec).

April 25, 2017 Noise and Vibration Report

(3) Noise and Vibration Sub-Headers: the report currently discusses both noise and vibration under one header in each section. For clarity to the reader, split each section into discussion of noise and vibration individually under separate sub-headers.

(4) Units of Vibration Velocity: the vibration criterion is 0.1 mm/sec (Section 2.0 of the MOEE/TTC Protocol). The report discusses vibration effects in units of decibels (dB reference 10^{-6} ips). Express vibration velocity in units of millimetres per second (mm/sec) throughout the report and in the prediction result tables (Table 1 and Table 2).

(5) Predicted Noise and Vibration Levels: the predicted noise and vibration levels in Table 1 and Table 2 are expressed as ranges of values. This is vague and does not specifically quantify these impacts. Update this table to include specific noise and vibration levels at the worst case (i.e. the closest and most exposed) points of reception.

(6) Assessment Method and Sample Calculations for Bus Terminal Noise: section 4.3.i presents predicted bus station sound levels at the nearest points of reception. The prediction method used to assess the bus station noise emissions should be based on the ISO model 9613-2 "Acoustics – Attenuation of sound during propagation outdoors – Part 2: General method of calculation". Furthermore, sample sound level calculations should be provided.

(7) Details of Vibration Prediction Model: section 4.5.3 discusses site specific features which are likely to affect the local vibration levels, and introduces the predicted results in Table 1 and Table 2. The vibration prediction method used and sample calculations should be provided.

(8) Noise Impact Assessment Ratings: section 2.3 discusses the noise excesses in terms of subjective impact ratings. These are not appropriate assessment criteria for this project as per the applicable MOECC / TTC Protocol. Additionally, the noise impact assessment ratings are never referred to in the following sections of the report. Remove section 2.3.

(9) Number of Traction Power Substations: section 4.4 refers to two traction power substations, while section 4.4.4 of the EPR refers to three traction power substations. The number of traction power substations should be the same in the EPR and the Noise and Vibration Report. Furthermore, figure(s) should be included to show the locations of the proposed traction power substations.

We trust the above noise and vibration review comments would be of assistance to you.

If you have any questions, please contact Justin Hugh at 416-314-5816.

Justin Hugh, P.Eng.
Senior Noise Engineer

Ian Greason, P.Eng.
Director
appointed for the purposes of Part II.1 of the
Environmental Protection Act

Ministry of the Environment and Climate Change

Central Region
Technical Support Section

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Ontario

June 13, 2017 EA08-03

MEMORANDUM

TO: Yves Dagssie, Special Project Officer, EAB, MOECC

FROM: Paul Martin, APEP Supervisor, Central Region, MOECC

RE: Scarborough Subway Extension
City of Toronto and Toronto Transit Commission
Transit Project Assessment Process, O. Reg. 231/08
Draft Environmental Project Report

Dear Mr. Dagssie:

We have reviewed the draft Environmental Project Report (dEPR) (and appendices) for the Scarborough Subway Extension in accordance with the Transit Project Assessment Process (TPAP) as set up under Ontario Regulation 231/08. The following comments are offered for your consideration:

Air Quality

Overall, the dEPR looked at air quality impacts from the construction activities of the proposed undertaking.

- The dEPR and Appendix B-3 does not address how the proposed Brimley Bus Terminal Station will comply with the D-series guidelines.

- Based on the dEPR and Appendix B-3, it is not clear how the proponent will address local air quality impacts if contaminated soils are encountered during the construction phase of the proposed undertaking. Please clarify this issue and include the proposed mitigation measures in the commitments table of the EPR if applicable.

- We recommend that the proponent apply non-chemical dust suppressants during dust mitigation practices for the construction, wherever possible, instead of the chemical based dust suppressants as noted in the dEPR.

- Appendix B-3 summarized the air quality impacts from the proposed Brimley Bus Terminal Station at the closest sensitive receptors. However it did not discuss how the proposed facility will comply at the point of impingement (POI) as stipulated in the local O. Regulation 419/05 or if the proposed facility falls under Air Emissions EASR (O. Reg. 1/17).

- In addition to the bus idling impacts assessed in Appendix B-3, there is also by-products of natural gas combustion that contributes to the NO2 emission scenario, which was not included in Appendix B-3. Please provide a rationale why the NOx emission scenario did not include natural gas heating sources and how this facility will comply with O. Reg. 419/05 NO2 standards.

- Even if this proposed facility falls under Air Emissions EASR (O. Reg. 1/17), we recommend that the proponent assess how the proposed facility complies with local air regulation standards and/or guidelines, particularly in respect to NO2 emissions.

Please provide further clarification on the following items:

- Will the proposed Bus Terminal Station include maintenance activities? If so, will these be significant or negligible as defined in *Guideline A-5: Emission Summary Dispersion Modelling* (ESDM Guideline)?

- How was line sources/idling impacts modelled in Appendix B-3? It is not clear if the source parameters used in AERMOD followed the *Air Dispersion Modelling Guideline in Ontario* (ADMGO). For this reason, we request a sample input and output AERMOD modelling file for further review.

- Please provide a rationale why cold starts were not discussed in Appendix B-3. For example, when the buses start at the beginning of each day, the cold start period also contributes to emissions. Please confirm if this was included in the emission scenario.

- Furthermore, the idling period for buses was estimated to be 3 minutes long. It appears that 3 minutes may not be realistic especially in very cold winter days. Please provide an explanation why cold starts were not included and why only 3 minutes were estimated for bus idling as the maximum idling scenario.

- If cold starts were included in the idling emission scenario, how will this impact local air quality at the most impacted sensitive receptor (s)?

- Appendix B-3 assumed the same number of buses during peak hours between current and future build scenario. However, as per Section 5.4.2, Toronto Transit Commission will expand its frequency of bus fleet by 11 buses in each direction during peak hours. As noted in the draft EPR, the fuel source type for the proposed future bus fleet is not known. However, there is the possibility of some future buses using diesel fuel as a source which contributes emissions to local air quality and therefore this should be looked at during the Transit EA stage.

- Lastly, we recommend that a discussion on the impact of the additional bus fleet on peak hour traffic be included in Appendix B-3. This discussion could be based on assumptions, for example, x% of the bus fleet will be comprised of smart buses and the remaining diesel, and how this will impact the closest sensitive receptors.

Groundwater

- Prior to the initiating of the construction project, the municipality should complete a hydrogeological assessment for the purpose of obtaining a Permit to Take Water and determining site specific subsurface conditions. The assessment should meet the requirements described in *Technical Guidance Document for Hydrogeological Studies in Support of Category 3 Applications for Permit to Take Water*, Ministry of the Environment of Ontario, Operations Division, April 2008. Construction Dewatering EASRs may be an option for shallow excavations.

- The possible occurrence and depth of artesian conditions should be determined.

- Environmental site assessments should be completed for those areas along the alignment where subsurface contamination may occur.

- City engineering and environmental departments should be contacted to obtain information on possible contamination impacted sites along the area of interest. The ministry's Toronto District should be contacted to see if it knows of any contaminated sites within the area of interest.

Surface Water

- The Ministry would like to emphasize that given most of the existing stormwater management infrastructure was constructed prior to stormwater management controls being a requirement, there is an opportunity to improve the existing stormwater management system(s) found in the study area. We recommend that this opportunity be considered at this time and incorporated at the detail design stage.

Soil Management

Anyone engaging in soil management activities is responsible for ensuring excess soil is managed in and environmentally sound manner and according to all regulatory requirements. This includes municipalities, developers and owners of source and receiving sites.

As you are aware, the ministry has finalized a guideline entitled "Excess Soil Management – A Guide for Best Management Practices". These best practices are intended to complement existing approvals under provincial legislation and municipal by-laws.

The ministry is also currently undergoing regulatory review for the movement of excess soils within the province through development of an Excess Soil Management Policy Framework.

Based on the increased interest for the ministry in matters concerning the management of excess soil, the ministry's Toronto District requests that the City provide a copy of its soil management plan for review. Please send the soil management plan directly to Kevin Webster, Manager of Toronto District Office, Ministry of the Environment and Climate Change at Place Nouveau 9th Floor, 5775 Yonge St, Toronto, ON M2M 4J1.

Thank you for the opportunity to comment on this project. Should your team have any questions regarding our comments, please contact me at 416-326-3477.

Best Regards,

Paul Martin
APEP Supervisor
Central Region

Cc. K. Webster, Manager, Toronto District Office, MOECC
Central Region EA File
A & P File

TORONTO

Jennifer Keesmaat, MES, MCIP, RPP
Chief Planner & Executive Director
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August 15, 2017

Yves Dagssie
Environmental Approvals Branch
Ministry of Environment and Climate Change
135 St. Clair Avenue West
Toronto ON M4V 1P5

Dear Mr. Dagssie:

RE: Scarborough Subway Extension – Comments on the Draft Environmental Project Report (EPR)

On behalf of the *Scarborough Subway Extension* (SSE) Study Team, thank you for providing comments from the Ministry of the Environment and Climate Change (MOECC) on the Draft Environmental Project Report (EPR), received June 12 and 14, 2017. We would like to take this opportunity to provide you with the responses to the MOECC's comments in advance of the publication of the final EPR. The attached Table 1, Table 2 and Table 3 include comments from the MOECC's Environmental Approvals Branch, Noise and Vibration Department, and Central Region, respectively, on the Draft EPR and the Study Team's consideration and response.

The MOECC's comments, along with the Study Team's response to them, will be included in the final EPR which will be published for a 30-day review period starting in August 2017. Once the EPR has been prepared a Notice of Completion and a copy of the EPR will be sent to you.

We hope the information provided in this letter is useful to you. If you have any questions or comments, would like to schedule a meeting or would like additional information, please do not hesitate to contact me by phone (416-338-5568) or email (mike.logan@toronto.ca). You may also visit the project website www.scarboroughsubwayextension.ca.

Regards,

Mike Logan
Program Manager
Transportation Planning
City of Toronto

3 1 1
toronto at your service

Table 1: Disposition of Comments Received from the Ministry of the Environment and Climate Change Environmental Approvals Branch on July 12, 2017

Sections Referenced	Comment #	Questions / Comments	Study Team's Consideration and Response
Section 3 and 4- Description of the Proposed Undertaking	1	• Section 3 entitled "Choosing the Preferred Alignment and Station / Bus Terminal Location" and section 4 entitled "Project Description" provide a description of the transit project; its preferred alignment and station location as well as the design description and illustration of the other components including, but not limited to, tunnel ventilation, emergency exit buildings and traction power substation that constitute the proposed Transit Project for which approval under the Transit Regulation is being sought. • As per our email exchange on May 9, 2017 and meeting conversation on May 18, 2017 it is understood that, alternatives evaluation/analysis has been included in table 3-1 of section 3 entitled "Summary of Corridor Evaluation" of the EPR for informational and historical purposes only, and is to be consider "out of scope" for this undertaking. Accordingly, when referring to alternatives evaluation, the City/TTC should clarify that, alternatives were considered only as part of the pre-planning work and not as part of the proposed Subway Extension from Kennedy Station to Scarborough Centre Station project.	• The assessment of alternative corridor options as described in **Table 3-1**, **Chapter 3** are directly relevant to the subway extension express from Kennedy Station to Scarborough Centre Station (the Project). During the early stages of pre-planning undertaken in 2015, nine corridor options were identified and evaluated as part of the three-stop subway from Kennedy Station to Sheppard Avenue. The Phase 1, Phase 2, Phase 3 February/ March 2016, and Phase 3 June 2016 Consultation Reports provide information on the public consultation undertaken with regards to the alternative corridor and alignment options evaluated and assessed during this period. Given the City's Executive Committee direction in January 2016 to proceed with an express subway extension, the information contained within the aforementioned reports is now considered out of scope and referred to for background context only. As such, details related to this assessment are not discussed in the final EPR.
Section 7- Communication and Consultation Process	2	• Section 7 entitled "Communication and Consultation Process" provides a description of the communication and consultation activities that were carried out with stakeholders including general public, government regulatory agencies and Aboriginal communities. Appendix C entitled "Summary of Public Comments" provides a summary of the comments that were received from the public during the preliminary consultation phase (Phase 1-3). • It is understood that, a total of four (4) formal rounds of communication and consultation activities were organized as part of the consultation process, of which three were organized as part of preliminary planning and one under the TPAP phase which is currently underway, the ministry's review of the draft EPR has noted that, no record of consultation describing the City/TTC interaction with	• As noted above, the consultation that occurred during the preliminary planning phases of the Project is summarized in **Section 7.3** • During the preliminary planning, the City/TTC held two consultation meetings with the Government Review Team (GRT). The first meeting was held on May 24, 2016, and a second meeting was held on February 1, 2017. The meetings included a presentation given by the Study Team highlighting key Project milestones and to answer questions from the GRT. Prior to initiating Transit Project Assessment Process (TPAP), the Study Team met with the MOECC on April 11, 2017 to confirm the TPAP schedule and identify key agency outreach. Following the pre-TPAP meeting, the Study Team offered the GRT agencies an opportunity to meet with the Study Team to discuss the Project. • Following the commencement of the TPAP on April 27, 2017, the Draft EPR was distributed to agencies on the GRT as well as the

		interested persons or a complete summary of comments from key government regulatory agencies and Aboriginal communities, particularly; the Ministry of Natural Recourses and Forestry (MNRF), Toronto Region Conservation Authority (TRCA), and Ministry of Tourism, Culture and Sport (MTCS) as identified in Section 7.3.5 and Section 7.3.6 of the draft EPR was included in the documentation to confirm that, there is no cultural or natural heritage or Aboriginal issues-matters of provincial importance. • Accordingly, the City/TTC should include in the EPR a complete record of consultation for ministry review prior to issuing a Notice of Completion. As previously mentioned during our meeting on May 18, 2017, it is suggested that consideration be given to including, within the final EPR a completed summary of comments, in a tabular format (Issue-Response format), describing how and what the City/TTC did to address all the concerns raised during the TPAP consultation phase, as required by the Subsection 9.2(10) of the Ontario Transit regulation (O.Reg.231/08).	Technical Advisory Committee (TAC) for review and comment. Responses to comments received are provided herein and have been considered in the finalization of the EPR. During this time, the Study Team also met with Toronto Region Conservation Authority (TRCA) and the Ministry of Tourism, Culture and Sport (MTCS) to discuss questions and concerns related to the Project, including the Draft EPR. In addition, the Study Team met with the MOECC prior to commencing TPAP on April 11 with a follow up meeting immediately following the commencement of TPAP on May 17 to further discuss the Project and review next steps. • A total of seven Indigenous communities were kept informed throughout from the early stages of the Project. Each community has been contacted by email, registered mail, and follow-up phone calls at key stages of the Project to ensure the information distributed has been received and to confirm and address outstanding questions or concerns, if any. These communities were notified and invited to all the public meetings held throughout preliminary planning and the TPAP. A total of six updates were issued throughout the Project. • During the pre-planning phase of the Project, the Study Team did not receive any questions or concerns from the Indigenous communities consulted on the Project. The Study Team did, however, received responses from two communities, namely Alderville First Nations and Curve Lake First Nation, requesting further updates as it pertains to environmental impacts during construction, should any occur. • Following the commencement of the TPAP on April 27, 2017, the Draft EPR was distributed to Indigenous communities for review and comment. The initial comment deadline of June 12, 2017, was extended to June 19, 2017 to ensure all communities had ample time to review and provide comment. **Table 7-17** provides the Study Team's responses to the questions and comments received and how they have been considered in the finalization of this EPR. **Appendix C-4** provides relevant copies of the correspondence.
7.3.6	3	• Furthermore, the review of section 7.3.6 entitled "Engagement with Indigenous Communities," which describes what the City/TTC did to engage with the Aboriginal communities, has noted that there is very little information included with respect to how engagement with Aboriginal communities has been carried out or planned throughout all phases of the project in order to give them	• See response to comment #2 above.

		an opportunity to participate and provide comments on the project.	
7	4	• Although it is understood that, the EPR package is still to be finalized prior to issuing a Notice of Completion, it is the ministry's expectation that, the City/TTC will make a consolidated good faith effort (such as follow up calls and electronic mails…etc.) to appropriately inform, engage and notify the identified interested Aboriginal communities in order to reassure the ministry that potential environmental issues or concerns of provincial importance have been appropriately responded to and/or addressed throughout the TPAP process.	• The Indigenous communities were circulated the Notice of Commencement on April 27, 2017 and Draft EPR via email and registered mail on May 1, 2017. These communities were provided with up to six weeks (with an additional week extension) to review and provide comment on the Draft EPR. The Study Team offered the Indigenous communities the opportunity to meet in person and discuss and respond to any questions or concerns. The Study Team also followed up with phone calls and emails between June 2 and June 15, 2017 to confirm that all materials were received and there were no outstanding issues or comments. The Study team is in discussion with the Mississaugas of the New Credit First Nation regarding an Archeological field liaison for Stage 2 Archaeological Assessment. • **Table 7-17** provides the Study Team's responses to the questions and comments received and how they have been considered in the finalization of this EPR. **Appendix C-4** provides relevant copies of the correspondence.
Section 5-EIA and Evaluation	5	• Section 5, entitled "Impacts, Mitigation Measures and Monitoring" describes how the recommended plan as described in Section 4 and illustrated in Exhibit 4-17a-t may interact with the existing environmental conditions/features, as described in Sections 2. It also defines predetermined initiatives and monitoring activities that will act as built-in mitigation measures to counteract with the potential environmental impacts throughout the different phases of the project (Displacement of Existing Features, Construction, Operations and Maintenance). • However, some of the mitigation measures impacting key environmental features such as Waste Management, Air Quality, Noise and Vibration, Drainage and Hydrology, Fisheries and Aquatic Habitat on Table 5-5 (Displacement of Existing Features), Table 5-6(Construction) and Table 5-7(Maintenance and Operation) are not associated/linked to a monitoring program to monitor or verify the effectiveness of the identified mitigation strategies. Accordingly, it is recommended that, consideration be given to including a monitoring program for each of the identified mitigation strategies as outlined in the above mentioned sections of the EPR prior to issuing a Notice of Completion.	• See **Future Commitments – Section 6.1, 6.2** and **6.3**. Monitoring plans will be developed for all stages of Project to monitor proposed mitigation methods and ensure that they are effective and, where necessary, modify mitigation methods to ensure effective mitigation of impacts throughout the various phases of the Project.

Climate Change Mitigation	6	• From Section (1), entitled "Introduction" and Section (4), entitled "Project Description", understood that, the main objective of the Line 2 - Bloor-Danforth Subway extension project from Kennedy Station to Scarborough Center Station, is to support the development of Scarborough Centre as a vibrant regional urban centre by bringing a rapid transit option within walking distance to more people while creating a seamless journey for transit users at higher speed than a light rail transit. • Even though it is also understood from section 5.4.2.4 entitled “Climate Change” that, the project will encourage residential intensification and urbanization of Scarborough Centre, by facilitating compact land use as well as contributing to Greenhouse Gases (GHGs) reduction by decreasing the number of cars on the route, the ministry’s review has noted that, nothing has been mentioned with respect to how the City/TTC intends to monitor and maintain the low carbon footprint cumulative benefit that has been identified in this section. And/or, if any predetermined improvement measures/strategies have been identified as part of the TPAP planning process in order to reassure the ministry that, the City/TTC, to the best of their knowledge and ability will continue to strive for the best possible technologies, infrastructures, vehicles, buildings and structures that will reduce greenhouse gas emissions associated with the operation and maintenance of the new subway line. • One of the key components of the ministry’s mandate includes building on and supporting the most current science, by leading the development of a new long-term climate change strategy for Ontario to help the government achieve its greenhouse gas reduction targets of 15% by 2020, 37% by 2030 and 80% by 2050 below 1990 level. Furthermore, the climate change action plan, as required by section 7(1) of Ontario's Climate Change Mitigation and Low-carbon Economy Act, 2016, sets out steps and actions that may be taken to fight climate change as well as initiatives relating to the reduction of greenhouse gas from transportation such as public transit vehicles, infrastructure and buildings that reduce greenhouse gas emissions. • As the government work to achieve its goal of a “low-carbon	• **Section 5.4.2.4** was revised to describe the City of Toronto and TTC’s strategies to achieving greenhouse gas reduction targets as outlined by the MOECC. • The TTC and City of Toronto contribute to Ontario’s efforts of meeting its goal of becoming a low-carbon economy through their policies, practices, procedures and design. The TTC’s established safety, health and environment policy targets sustainability and environmental footprint reduction through energy and resource conservation. • Additionally, the TTC complies with the Toronto Green Standard (TGS), and the associated Green Roof By-law subject to further discussions with the City. These standards are a set of performance measures and guidelines for new developments that promote sustainable site and building designs with the goal of addressing Toronto’s urban environmental pressures, such as air quality, climate change and energy efficiency. The TGS is also a key strategy to achieve the City of Toronto’s Climate Change Action Plan, an environmental plan aimed at reducing the City’s GHG emissions by 80% by 2050. The Plan outlines regular monitoring and reporting by the City to the community on the progress of reducing emissions and meeting their targets. • Achieving the TGS also contributes towards Leadership in Energy and Environmental Design (LEED) Certification. The TTC goes beyond the TGS through the use of LEED specifications to ensure that additional LEED standards are incorporated in their projects in an effort to further encourage energy reductions (for further details see **Section 5.4.2.4**).

		economy”, it is the expectation of the ministry that, the City/TTC demonstrate its awareness and contribution toward the government greenhouse gas reduction targets. It’s therefore suggested that further consideration be given to including in the EPR documentation, the City/TTC’s commitments and intentions with respect to how the Scarborough Subway extension project will be used as an opportunity to support the ministry’s mandate, and contribute to Climate Change mitigation.	

Table 2: Disposition of Comments Received from the Ministry of the Environment and Climate Change Noise and Vibration Department on July 12, 2017

Sections Referenced	Comment #	Questions / Comments	Study Team's Consideration and Response
EPR (April 26, 2017) Section 2.2.2	1	• Noise and Vibration Criteria: section 2.2.2 makes general reference to MOECC and TTC noise and vibration joint protocols, but does not identify the applicable document. Include specific reference to the applicable publication which is discussed in Section 2.1 of the Noise and Vibration Report.	• Specific reference to the MOEE/TTC Protocol for Noise and Vibration Assessment for the Proposed Yonge-Spadina Subway Loop (June 16, 1993) has been added to **Section 2.2.2**.
EPR (April 26, 2017) 5.4.2.2	2	• Vibration Velocity Units: the table in section 5.4.2.2 expresses the vibration velocity criteria in units of decibels (dB reference 10-6 ips). The MOECC/TTC vibration velocity criterion is expressed in millimetres per second (mm/sec). Express the vibration velocity criteria in the units of millimetres per second (mm/second).	• It is acknowledged that the MOE/TTC Protocol makes reference to vibration velocity levels Metric units in mm/sec. Additional text has been included in section 2.1 of the Noise and Vibration Impact Study (**Appendix B-4**) and the Table in **Section 5.4.2.2** has been updated. A new column has been added to the table showing the conversions. The table has been expanded to include clear instructions distinguishing MOECC criteria and those from SS Wilson Associates' (SSWA). In addition, a chart for conversions to mm/s has been included in Tables 1 and 2 of the Noise and Vibration Impact Study containing the overall results.
Noise and Vibration Report (April 25, 2017)	3	• Noise and Vibration Sub-Headers: the report currently discusses both noise and vibration under one header in each section. For clarity to the reader, split each section into discussion of noise and vibration individually under separate sub-headers.	• TTC subway projects generate vibration and their impact is manifested in building vibrations and sympathetic noise; i.e., both are related and cannot be separated. In many cases, the split of noise and vibration cannot be made. However, numerous editorial changes and a few paragraphs have been added in the revised Noise and Vibration Impact Study (**Appendix B-4**) to clarify noise and vibration impacts.
Noise and Vibration Report (April 25, 2017)	4	• Units of Vibration Velocity: the vibration criterion is 0.1 mm/sec (Section 2.0 of MOEE/TTC Protocol). The report discussions vibration effects in unit of decibels (dB reference 10-6 ips). Express the vibration velocity criteria in the units of millimetres per second (mm/second) throughout the report and in the prediction result tables (Table 1 and Table 2).	• A new column was added to the table in section 2.1 showing conversions. The Table has been expanded to included clear instructions distinguishing MOECC criteria from SSWA's. In addition, a chart for conversions to mm/s has been included in Tables 1 and 2 containing the overall results.
Noise and Vibration Report (April 25, 2017)	5	• Predicted Noise and Vibration Levels: the predicted noise and vibration levels in Table 1 and Table 2 are expressed as ranges of value. This is vague and does not specifically quantify these impacts. Update this table to include specific noise and vibration levels at the worst case (i.e. the closest and most exposed) points of reception.	• Throughout the study, the worst case Points of Reception (i.e., the most conservative for public protection) have been selected when predicting the noise and vibration levels at these the locations. This included the types of receptors and the closest ones for the selected groups of receptors. As to the range of the resulting noise and vibration levels, all noise and vibration models have a range

			for their accuracy including the MOECC's own models. For this application, the accuracy is +/- 2.5 dB for noise and vibration. However, for conclusions and decision making purposes, the most conservative (highest) noise and vibration levels were selected.
Noise and Vibration Report (April 25, 2017)- Section 4.3.i	6	• Assessment Method and Sample Calculations for Bus Terminal Noise: section 4.3.i presents predicted bus station sound levels at the nearest points of reception. The prediction method used to assess the bus station noise emissions should be based on the ISO model 9613-2 "Acoustics-Attenuation of sound during propagation outdoors-Part 2: General method of calculation". Furthermore, sample sound level calculations should be provided.	• ISO 9613 standard (endorsed by the MOECC) for propagation of sound waves was used by SSWA to predict the sound levels due to the bus facilities and other applications involving air-borne noise. Additional explanation has been given along with sample calculations provided in Section 4.5 of the Noise and Vibration Impact Study (**Appendix B-4**).
Noise and Vibration Report (April 25, 2017)- Section 4.5,3	7	• Details of Vibration Prediction Model: section 4.5.3 discusses site specific features which are likely to affect the local vibration levels, and introduced the predicated results in Table 1 and Table 2. The vibration prediction method used and sample calculations should be provided.	• Brief information on the nature of the vibration prediction model and new sample calculations have been provided in the revised Noise and Vibration Impact Study (**Appendix B-4**).
Noise and Vibration Report (April 25, 2017)- Section 2.3	8	• Noise Impact Assessment Ratings: section 2.3 discusses the noise excesses in terms of subjective impact ratings. These are not appropriate criteria for this project as per the applicable MOECC/TTC Protocol. Additionally, the noise impacts assessment ratings are never referred to in the following sections of the report. Remove section 2.3.	• Section 2.3 refers to impact assessment with possibility of noise level excesses being predicted. In addition, Tables 1 and 2 in the Noise and Vibration Impact Study make reference to "excesses" for the predicted levels. Therefore, it is important to provide the readers with a measure of how to judge these excesses. In addition, there are several MOECC public documents in circulation that contain tables relating the excesses in levels to subjective reaction.
Noise and Vibration Report (April 25, 2017)- 4.4 and 4.4.4	9	• Number of Traction Power Substations: section 4.4 refers to two traction power substations, while section 4.4.4 of the EPR refers to three traction power substations. The number of traction power substations should be the same in the EPR and the Noise and Vibration Report. Furthermore, figure(s) should be included to show the locations of the proposed traction power substations.	• Changes have been made as requested.

Table 3: Disposition of Comments Received from the Ministry of the Environment and Climate Change Central Region on July 14, 2017

Sections Referenced	Comment #	Questions / Comments	Study Team's Consideration and Response
Air Quality	1	• The dEPR and Appendix B-3 does not address how the proposed Brimley Bus Terminal Station will comply with the D-series guidelines.	• The D-series guidelines are typically looked at only in support of an application for a Zoning Bylaw Amendment (ZBA). The facility is located within the Scarborough Employment District By-Law No. 24982 (Progress). The D-series guidelines do not apply to this site or type of facility; however, if the guideline did apply and sensitive receptors are identified within the recommended setback distance and/or area of influence of the proposed facility, the guideline would require a detailed study. The Local Air Quality Assessment (**Appendix B-3**) performed satisfies the requirements of the detailed study as it assesses if applicable air quality guidelines are met at nearby residences when considering impacts from the facility alone.
Air Quality	2	• Based on the dEPR and Appendix B-3, it is not clear how the proponent will address local air quality impacts if contaminated soils are encountered during the construction phase of the proposed undertaking. Please clarify this issue and include the proposed mitigation measures in the commitments table of the EPR if applicable.	• The occurrence of impacts to air quality as a result of contaminated soils is unlikely; however, in the event that contaminated soils are encountered it will be handled in accordance with applicable environmental legislation, regulations and guidelines as required by the contractor. The details of which will be described in the Soil and Groundwater Management Plan to be developed during Detailed Design and implemented during construction.
Air Quality	3	• We recommend that the proponent apply non-chemical dust suppressants during dust mitigation Page 2 of 4 practices for the construction, wherever possible, instead of the chemical based dust suppressants as noted in the dEPR.	• Wherever possible water or non-chemical based dust suppression will be used. **Section 5.3.2.1** to be updated to reflect use of non-chemical dust suppressants.
Air Quality	4	• Appendix B-3 summarized the air quality impacts from the proposed Brimley Bus Terminal Station at the closest sensitive receptors. However it did not discuss how the proposed facility will comply at the point of impingement (POI) as stipulated in the local O. Regulation 419/05 or if the proposed facility falls under Air Emissions EASR (O. Reg. 1/17).	• The Local Air Quality Assessment focused on impacts at nearby sensitive receptors, in accordance with the *Environmental Guide for Assessing and Mitigating the Air Quality Impacts and Greenhouse Gas Emissions of Provincial Transportation Projects*. If required, in accordance with O. Reg. 419/05 or O. Reg. 1/17, point of impingement concentrations will be determined during the Detailed Design phase, once final equipment selections have been made and a full emissions summary and dispersion modelling (ESDM) report can be completed. • Final equipment selections, including natural gas heating sources, will be reviewed at the time of Detailed Design to determine if an ESDM is required for the facility. According to the latest O. Reg.
Air Quality	5	• In addition to the bus idling impacts assessed in Appendix B-3, there is also by-products of natural gas combustion that contributes to the NO2 emission scenario, which was not included in Appendix B-3. Please provide a rationale	

		why the NOx emission scenario did not include natural gas heating sources and how this facility will comply with O. Reg. 419/05 NO2 standards.	1/17, the final sizing of the natural gas heating sources will determine if they are considered exempt or whether an assessment will be required.
Air Quality	6	• Even if this proposed facility falls under Air Emissions EASR (O. Reg. 1/17), we recommend that the proponent assess how the proposed facility complies with local air regulation standards and/or guidelines, particularly in respect to NO2 emissions.	
Air Quality	7	• Please provide further clarification on the following items: Will the proposed Bus Terminal Station include maintenance activities? If so, will these be significant or negligible as defined in Guideline A-5: Emission Summary Dispersion Modelling (ESDM Guideline)?	• This facility is a bus terminal and not a maintenance yard or garage. Buses will not overnight at this location but rather be sent from the nearest garage.
Air Quality	8	• How was line sources/idling impacts modelled in Appendix B-3? It is not clear if the source parameters used in AERMOD followed the Air Dispersion Modelling Guideline in Ontario (ADMGO). For this reason, we request a sample input and output AERMOD modelling file for further review.	• Roadway and idling vehicles were modelled as line-area sources in AERMOD, which is intended for modelling roadways. The latest ADMGO (Feb 2017) notes that this source type is a conservative approach for determining emissions from roadways. • Sample electronic input and output AERMOD modelling files for the Future Build NOx scenario were provided to the MOECC with this letter.
Air Quality	9	• Please provide a rationale why cold starts were not discussed in Appendix B-3. For example, when the buses start at the beginning of each day, the cold start period also contributes to emissions. Please confirm if this was included in the emission scenario.	• This facility is a bus terminal and not a maintenance yard or garage. Buses will not overnight at this location; therefore, cold starts were not included in the modelling, because buses will not be starting up at the facility.
Air Quality	10	• Furthermore, the idling period for buses was estimated to be 3 minutes long. It appears that 3 minutes may not be realistic especially in very cold winter days. Please provide an explanation why cold starts were not included and why only 3 minutes were estimated for bus idling as the maximum idling scenario.	• See comment above. City of Toronto by-laws permit 1 minute of idling with some exceptions that include buses while servicing customers. Based on current bus schedules, and TTC policy, 3 minutes is the maximum anticipated idling time for buses in bus terminals and is in compliance with the City's by-laws. Cold starts are not applicable as starts are considered "cold" only after several hours of the engine being turned off.
Air Quality	11	• If cold starts were included in the idling emission scenario, how will this impact local air quality at the most impacted sensitive receptor (s)?	
Air Quality	12	• Appendix B-3 assumed the same number of buses during peak hours between current and future build scenario. However, as per Section 5.4.2, Toronto Transit Commission will expand its frequency of bus fleet by 11 buses in each direction during peak hours. As noted in the draft EPR, the fuel source type for the proposed future bus	• Vehicle traffic volumes on the surrounding roadways were grown by 2 % between the Existing and Future Build Scenarios. This 2 % growth rate includes buses driving on the roadway, which accounts for the increased bus volumes on local roadways. • In the Local Air Quality Assessment (**Appendix B-3**), all buses were modelled operating on diesel fuel as the fuel type for the

		fleet is not known. However, there is the possibility of some future buses using diesel fuel as a source which contributes emissions to local air quality and therefore this should be looked at during the Transit EA stage.	proposed fleet is not known. This is conservative, as diesel fuel results in the highest emission levels and therefore the assessment provides the worst-case results. If smart buses will comprise part of the fleet, emission levels would be reduced resulting in lower impacts at the nearby sensitive receptors.
Air Quality	13	• Lastly, we recommend that a discussion on the impact of the additional bus fleet on peak hour traffic be included in Appendix B-3. This discussion could be based on assumptions, for example, x% of the bus fleet will be comprised of smart buses and the remaining diesel, and how this will impact the closest sensitive receptors.	
Groundwater	14	• Prior to the initiating of the construction project, the municipality should complete a hydrogeological assessment for the purpose of obtaining a Permit to Take Water and determining site specific subsurface conditions. The assessment should meet the requirements described in Technical Guidance Document for Hydrogeological Studies in Support of Category 3 Applications for Permit to Take Water, Ministry of the Environment of Ontario, Operations Division, April 2008. Construction Dewatering EASRs may be an option for shallow excavations.	• Comment noted. All studies required prior to obtaining a Permit to Take Water will be completed prior to applying for the Permit. See **Chapter 6 Future Commitments, Table 6-1** Item #10
Groundwater	15	• The possible occurrence and depth of artesian conditions should be determined.	• Ongoing geotechnical investigations are determining where artesian conditions occur for the Project. Where construction occurs within artesian conditions, mitigation strategies will be developed as part of the construction plan for that site. See **Chapter 6 Future Commitments, Table 6-1** Item #7.
Groundwater	16	• Environmental site assessments should be completed for those areas along the alignment where subsurface contamination may occur.	• Comment noted. See **Section 5.3.3.5**, **Table 5.5** and **Table 5.6** for more details on environmental site assessment and designated substance surveys which will be conducted prior to property acquisition.
Groundwater	17	• City engineering and environmental departments should be contacted to obtain information on possible contamination impacted sites along the area of interest. The ministry's Toronto District should be contacted to see if it knows of any contaminated sites within the area of interest.	• As part of the environmental due diligence prior to acquisition of properties, City engineering and environmental departments will be contacted to obtain information on possible contaminated sites.
Surface Water	18	• The Ministry would like to emphasize that given most of the existing stormwater management infrastructure was constructed prior to stormwater management controls being a requirement, there is an opportunity to improve the existing stormwater management system(s) found in the study area. We recommend that this opportunity be considered at this time and incorporated at the detail design stage.	• An evaluation of the stormwater system is being undertaken in the area to determine the utility relocations and the upgrades required. TTC is working closely with Toronto Water in this regard. See **Chapter 6 Future Commitments, Table 6-1** Item #13.

Soil Management	19	• Anyone engaging in soil management activities is responsible for ensuring excess soil is managed in and environmentally sound manner and according to all regulatory requirements. This includes municipalities, developers and owners of source and receiving sites. • As you are aware, the ministry has finalized a guideline entitled “Excess Soil Management – A Guide for Best Management Practices”. These best practices are intended to complement existing approvals under provincial legislation and municipal by-laws. • The ministry is also currently undergoing regulatory review for the movement of excess soils within the province through development of an Excess Soil Management Policy Framework. • Based on the increased interest for the ministry in matters concerning the management of excess soil, the ministry’s Toronto District requests that the City provide a copy of its soil management plan for review. Please send the soil management plan directly to Kevin Webster, Manager of Toronto District Office, Ministry of the Environment and Climate Change at Place Nouveau 9th Floor, 5775 Yonge St, Toronto, ON M2M 4J1.	• Agreed; comment noted. A Soil and Groundwater Management Strategy will be prepared during the Detailed Design of the Project. The Strategy will incorporate the guidelines and any changes to legislature that come into effect prior to construction. See **Section 5.3.1.1** and **Chapter 6 Future Commitments, Table 6-1** Item #7.

Appendix C-7

Indigenous Communities Consultation Documents

Gary Papas

From: Nish Bala
Sent: Thursday, April 27, 2017 8:58 AM
To: 'jbmarsden@aldervillefirstnation.ca'; 'k.a.sandy-mckenzie@rogers.com'
Cc: Nish Bala; Gary Papas; Mike Logan; scarboroughsubwayextension
Subject: Scarborough Subway Extension – Launch of the Transit Project Assessment Process
Attachments: NOC letter_ Indigenous Communities-Final.pdf; Scarborough Subway Extension TPAP NOC.PDF

Hello,

City Council has confirmed support for an express subway to Scarborough Centre along the McCowan Corridor, with the station located on the west side of McCowan Road, between Triton Road and Progress Avenue beneath a future extension of Borough Drive. The project will include a bus terminal to serve local and regional routes.

This project is the subject of a Transit Project Assessment Process (TPAP) to satisfy the requirements of the *Environmental Assessment Act*. As part of the TPAP, an Environmental Project Report (EPR) is being prepared which documents the planning process involved and the details of the Scarborough Subway Extension, including existing and future environmental conditions, the preferred alignment, station location and bus terminal, construction methods, and impacts, mitigation and monitoring measures.

Please find the Notice of Commencement and project details attached.

Public Meeting
We invite you to attend a public meeting to learn more about the Scarborough Subway Extension:
Date: May 10, 2017
Time: 6:30pm – 8:30pm (Presentation at 7:00pm)
Location: Scarborough Civic Centre, 150 Borough Drive, Toronto, ON, M1P 4N7

If you have further questions or are interested in meeting to discuss this project, please contact me at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca
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Gary Papas

From: Nish Bala
Sent: Thursday, April 27, 2017 8:58 AM
To: 'chief@curvelakefn.ca'; 'k.a.sandy-mckenzie@rogers.com'
Cc: Nish Bala; Gary Papas; Mike Logan; scarboroughsubwayextension
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Gary Papas

From: Nish Bala
Sent: Thursday, April 27, 2017 9:02 AM
To: 'tcowie@hiawathafn.ca'; 'Llouks@hiawathafn.ca'; 'k.a.sandy-mckenzie@rogers.com'
Cc: Nish Bala; Gary Papas; Mike Logan; scarboroughsubwayextension
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TORONTO

Gary Papas

From: scarboroughsubwayextension
Sent: Thursday, April 27, 2017 8:56 AM
To: 'mark.laforme@newcreditfirstnation.com'; 'fawn.sault@newcreditfirstnation.com'
Cc: Nish Bala; Gary Papas; Mike Logan; scarboroughsubwayextension
Subject: Scarborough Subway Extension – Launch of the Transit Project Assessment Process
Attachments: Scarborough Subway Extension TPAP NOC.pdf; NOC letter_ Indigenous Communities-Final.pdf

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Gary Papas

From: Nish Bala
Sent: Thursday, April 27, 2017 9:04 AM
To: 'klarocca@scugogfirstnation.com'; 'dmowat@scugogfirstnation.com'; 'k.a.sandy-mckenzie@rogers.com'
Cc: Nish Bala; Gary Papas; Mike Logan; scarboroughsubwayextension
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Date: May 10, 2017
Time: 6:30pm – 8:30pm (Presentation at 7:00pm)
Location: Scarborough Civic Centre, 150 Borough Drive, Toronto, ON, M1P 4N7

If you have further questions or are interested in meeting to discuss this project, please contact me at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca
TORONTO

Gary Papas

From: scarboroughsubwayextension
Sent: Friday, April 28, 2017 10:21 AM
To: 'info@spiritofthestone.ca'
Cc: Gary Papas; Mike Logan; scarboroughsubwayextension
Subject: RE: Scarborough Subway Extension – Launch of the Transit Project Assessment Process

Hello,

Please find the Draft Scarborough Subway Extension TPAP Environmental Project Report attached.

0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf	81,194KB
SSE EPR Chapters.zip	80,706KB

Download all files (.zip)

If you have further questions or are interested in meeting to discuss this project, please contact me at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca
TORONTO

From: Nish Bala
Sent: April-27-17 9:08 AM
To: 'info@spiritofthestone.ca' <info@spiritofthestone.ca>
Cc: Nish Bala <Nish.Bala@toronto.ca>; Gary Papas <Gary.Papas@toronto.ca>; Mike Logan <Mike.Logan@toronto.ca>; scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension – Launch of the Transit Project Assessment Process

Hello,

City Council has confirmed support for an express subway to Scarborough Centre along the McCowan Corridor, with the station located on the west side of McCowan Road, between Triton Road and Progress Avenue beneath a future extension of Borough Drive. The project will include a bus terminal to serve local and regional routes.

Gary Papas

From: scarboroughsubwayextension
Sent: Monday, May 08, 2017 10:29 AM
To: 'jbmarsden@aldervillefirstnation.ca'; 'k.a.sandy-mckenzie@rogers.com'
Cc: Nish Bala; Gary Papas; Mike Logan; scarboroughsubwayextension
Subject: Scarborough Subway Extension EPR Stormwater Management Report
Attachments: App B-2 Stormwater Management Report.pdf

Hello,

City Planning has mailed the Alderville First Nation a hardcopy and softcopy of the Scarborough Subway Extension Environmental Project Report. In addition, please find the Stormwater Management Report attached for review. We have also issued a hardcopy of the Stormwater Management Report via registered mail.

If you have further questions or are interested in meeting to discuss this project, please contact Mike Logan at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2
416-392-6682
nish.bala@toronto.ca
TORONTO

This project is the subject of a Transit Project Assessment Process (TPAP) to satisfy the requirements of the *Environmental Assessment Act.* As part of the TPAP, an Environmental Project Report (EPR) is being prepared which documents the planning process involved and the details of the Scarborough Subway Extension, including existing and future environmental conditions, the preferred alignment, station location and bus terminal, construction methods, and impacts, mitigation and monitoring measures.

Please find the Notice of Commencement and project details attached.

Public Meeting
We invite you to attend a public meeting to learn more about the Scarborough Subway Extension:
Date: May 10, 2017
Time: 6:30pm – 8:30pm (Presentation at 7:00pm)
Location: Scarborough Civic Centre, 150 Borough Drive, Toronto, ON, M1P 4N7

If you have further questions or are interested in meeting to discuss this project, please contact me at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2
416-392-6682
nish.bala@toronto.ca
TORONTO

Gary Papas

From: scarboroughsubwayextension
Sent: Monday, May 08, 2017 10:27 AM
To: 'mark.laforme@newcreditfirstnation.com'; 'fawn.sault@newcreditfirstnation.com'
Cc: Nish Bala; Gary Papas; Mike Logan; scarboroughsubwayextension
Subject: Scarborough Subway Extension EPR Stormwater Management Report
Attachments: App B-2 Stormwater Management Report.pdf

Hello,

City Planning has mailed the Mississaugas of the New Credit First Nation a hardcopy and softcopy of the Scarborough Subway Extension Environmental Project Report. In addition, please find the Stormwater Management Report attached for review. We have also issued a hardcopy of the Stormwater Management Report via registered mail.

If you have further questions or are interested in meeting to discuss this project, please contact Mike Logan at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca
TORONTO

Gary Papas

From: scarboroughsubwayextension
Sent: Monday, May 08, 2017 10:27 AM
To: 'tcowie@hiawathafn.ca'; 'Llouks@hiawathafn.ca'; 'k.a.sandy-mckenzie@rogers.com'
Cc: Nish Bala; Gary Papas; Mike Logan; scarboroughsubwayextension
Subject: Scarborough Subway Extension EPR Stormwater Management Report
Attachments: App B-2 Stormwater Management Report.pdf

Hello,

City Planning has mailed the Hiawatha First Nation a hardcopy and softcopy of the Scarborough Subway Extension Environmental Project Report. In addition, please find the Stormwater Management Report attached for review. We have also issued a hardcopy of the Stormwater Management Report via registered mail.

If you have further questions or are interested in meeting to discuss this project, please contact Mike Logan at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca
TORONTO

Gary Papas

From: scarboroughsubwayextension
Sent: Monday, May 08, 2017 10:29 AM
To: 'klarocca@scugogfirstnation.com'; 'dmowat@scugogfirstnation.com'; 'k.a.sandy-mckenzie@rogers.com'
Cc: Nish Bala; Gary Papas; Mike Logan; scarboroughsubwayextension
Subject: Scarborough Subway Extension EPR Stormwater Management Report
Attachments: App B-2 Stormwater Management Report.pdf

Hello,

City Planning has mailed the Mississaugas of Scugog Island First Nation a hardcopy and softcopy of the Scarborough Subway Extension Environmental Project Report. In addition, please find the Stormwater Management Report attached for review. We have also issued a hardcopy of the Stormwater Management Report via registered mail.

If you have further questions or are interested in meeting to discuss this project, please contact Mike Logan at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21th Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca
TORONTO

Gary Papas

From: Anne-Marie Croce
Sent: Tuesday, May 09, 2017 2:22 PM
To: 'jbmarsden@aldervillefirstnation.ca'
Cc: 'k.a.sandy-mckenzie@rogers.com'
Subject: Scarborough Subway Extension Environmental Project Report and Stormwater Management Report

Good Afternoon,

We're following up to ensure that you have received a copy of the Scarborough Subway Extension Environmental Project Report and Stormwater Management Report via registered mail.

Please let us know if you require additional copies or have any questions. If you are interested in meeting to discuss this project, please contact Mike Logan at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Thank you,
Anne-Marie Croce

Anne-Marie Croce
Public Consultation Research Analyst
Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M9W 6T9

416-392-2896
AnneMarie.Croce@toronto.ca
Follow us on Twitter: @GetInvolvedTO
TORONTO

Gary Papas

From: Anne-Marie Croce
Sent: Tuesday, May 09, 2017 4:26 PM
To: Nish Bala
Subject: FW: Scarborough Subway Extension Environmental Project Report and Stormwater Management Report

---

From: Fawn Sault [mailto:Fawn.Sault@newcreditfirstnation.com]
Sent: May-09-17 4:25 PM
To: Anne-Marie Croce
Cc: Mark LaForme ; Megan DeVries
Subject: RE: Scarborough Subway Extension Environmental Project Report and Stormwater Management Report

Hi Anne Marie,

Yes we have received the copies of the report.

Miigwetch,

From: Anne-Marie Croce [mailto:AnneMarie.Croce@toronto.ca]
Sent: Tuesday, May 09, 2017 2:22 PM
To: Fawn Sault
Cc: Mark LaForme
Subject: Scarborough Subway Extension Environmental Project Report and Stormwater Management Report

Good Afternoon,

We're following up to ensure that you have received a copy of the Scarborough Subway Extension Environmental Project Report and Stormwater Management Report via registered mail.

Please let us know if you require additional copies or have any questions. If you are interested in meeting to discuss this project, please contact Mike Logan at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Thank you,
Anne-Marie Croce

Anne-Marie Croce
Public Consultation Research Analyst
Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M9W 6T9

416-392-2896
AnneMarie.Croce@toronto.ca
Follow us on Twitter: @GetInvolvedTO

Gary Papas

From: Anne-Marie Croce
Sent: Tuesday, May 09, 2017 2:22 PM
To: 'Chief@curvelakefn.ca'
Cc: 'k.a.sandy-mckenzie@rogers.com'
Subject: Scarborough Subway Extension Environmental Project Report and Stormwater Management Report

Good Afternoon,

We're following up to ensure that you have received a copy of the Scarborough Subway Extension Environmental Project Report and Stormwater Management Report via registered mail.

Please let us know if you require additional copies or have any questions. If you are interested in meeting to discuss this project, please contact Mike Logan at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Thank you,
Anne-Marie Croce

Anne-Marie Croce
Public Consultation Research Analyst
Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M9W 6T9

416-392-2896
AnneMarie.Croce@toronto.ca
Follow us on Twitter: @GetInvolvedTO

Gary Papas

From: Anne-Marie Croce
Sent: Tuesday, May 09, 2017 2:22 PM
To: 'tcowie@hiawathafn.ca'; 'lloucks@hiawathafn.ca'
Cc: 'k.a.sandy-mckenzie@rogers.com'
Subject: Scarborough Subway Extension Environmental Project Report and Stormwater Management Report

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Thank you,
Anne-Marie Croce

Anne-Marie Croce
Public Consultation Research Analyst
Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M9W 6T9

416-392-2896
AnneMarie.Croce@toronto.ca
Follow us on Twitter: @GetInvolvedTO

Gary Papas

From: Anne-Marie Croce
Sent: Tuesday, May 09, 2017 2:22 PM
To: 'Fawn Sault'
Cc: 'mark.laforme@newcreditfirstnation.com'
Subject: Scarborough Subway Extension Environmental Project Report and Stormwater Management Report

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Thank you,
Anne-Marie Croce

Anne-Marie Croce
Public Consultation Research Analyst
Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M9W 6T9

416-392-2896
AnneMarie.Croce@toronto.ca
Follow us on Twitter: @GetInvolvedTO

Gary Papas

From: Anne-Marie Croce
Sent: Tuesday, May 09, 2017 2:22 PM
To: 'Tgauthier@scugogfirstnation.com'; 'dmowat@scugogfirstnation.com'
Cc: 'k.a.sandy-mckenzie@rogers.com'
Subject: Scarborough Subway Extension Environmental Project Report and Stormwater Management Report

Good Afternoon,

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Thank you,
Anne-Marie Croce

Anne-Marie Croce
Public Consultation Research Analyst
Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M9W 6T9

416-392-2896
AnneMarie.Croce@toronto.ca
Follow us on Twitter: @GetInvolvedTO

Gary Papas

From: Anne-Marie Croce
Sent: Tuesday, May 09, 2017 2:22 PM
To: 'info@spiritofthestone.ca'
Subject: Scarborough Subway Extension Environmental Project Report and Stormwater Management Report

Good Afternoon,

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Thank you,
Anne-Marie Croce

Anne-Marie Croce
Public Consultation Research Analyst
Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M9W 6T9

416-392-2896
AnneMarie.Croce@toronto.ca
Follow us on Twitter: @GetInvolvedTO

Nish Bala

From: Anne-Marie Croce
Sent: June-02-17 3:05 PM
Cc: scarboroughsubwayextension
Subject: FW: Scarborough Subway Extension draft EPR comment deadline

---

From: Anne-Marie Croce
Sent: June-02-17 3:05 PM
To: 'jbmarsden@aldervillefirstnation.ca' <jbmarsden@aldervillefirstnation.ca>
Cc: 'ScarboroughSubwayExtension@toronto.ca.' <ScarboroughSubwayExtension@toronto.ca.>
Subject: Scarborough Subway Extension draft EPR comment deadline

Good Afternoon Chief Marsden,

This is a follow up to the voicemail that was left at your office earlier today, the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is **June 12, 2017.** If you wish to extend the deadline, please advise.

If you *do* or *do not* have any comments on the Draft EPR, we would appreciate a statement affirming your position via letter or email.

If you have further questions or are interested in meeting to discuss this project, please contact Mike Logan, Program Manager at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Have a great day,

Anne-Marie

Anne-Marie Croce
Public Consultation Research Analyst
Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M9W 6T9

416-392-2896
AnneMarie.Croce@toronto.ca
Follow us on Twitter: @GetInvolvedTO

Nish Bala

From: Anne-Marie Croce
Sent: June-02-17 3:02 PM
To: 'tcowie@hiawathafn.ca'; 'lloucks@hiawathafn.ca'
Cc: scarboroughsubwayextension
Subject: Scarborough Subway Extension draft EPR comment deadline

Importance: High

Good Afternoon Tom and Lori,

This is a follow up to the voicemail I left at your office earlier today, the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is **June 12, 2017.** If you wish to extend the deadline, please advise.

If you *do* or *do not* have any comments on the Draft EPR, we would appreciate a statement affirming your position via letter or email.

If you have further questions or are interested in meeting to discuss this project, please contact Mike Logan, Program Manager at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Have a great day,

Anne-Marie

Anne-Marie Croce
Public Consultation Research Analyst
Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M9W 6T9

416-392-2896
AnneMarie.Croce@toronto.ca
Follow us on Twitter: @GetInvolvedTO

Nish Bala

From: Anne-Marie Croce
Sent: June-02-17 3:11 PM
To: scarboroughsubwayextension; Nish Bala
Subject: FW: Scarborough Subway Extension draft EPR comment deadline

FYI

From: Phyllis Williams [mailto:PhyllisW@curvelake.ca]
Sent: June-02-17 3:11 PM
To: Anne-Marie Croce <AnneMarie.Croce@toronto.ca>
Cc: Kaitlin Hill <KaitlinH@curvelake.ca>
Subject: RE: Scarborough Subway Extension draft EPR comment deadline

Thank you for your note and voicemail. This matter is reviewed in our Consultation and Duty to Consult Office. Our staff will be responding soon.

Chief Phyllis Williams
Curve Lake First Nation Government Services Building
22 Winookeedaa Road, Curve Lake, ON K0L 1R0
P: 705.657.8045 ext. #204 F: 705.657.8708
W: www.curvelakefirstnation.ca
E: phyllisw@curvelake.ca

From: Anne-Marie Croce [mailto:AnneMarie.Croce@toronto.ca]
Sent: Friday, June 02, 2017 3:07 PM
To: Phyllis Williams <PhyllisW@curvelake.ca>
Cc: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension draft EPR comment deadline

Good Afternoon Chief Phyllis Williams,

This is a follow up to the voicemail left at your office earlier today, the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is **June 12, 2017.** If you wish to extend the deadline, please advise.

If you *do* or *do not* have any comments on the Draft EPR, we would appreciate a statement affirming your position via letter or email.

If you have further questions or are interested in meeting to discuss this project, please contact Mike Logan, Program Manager at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Have a great day,

Anne-Marie

Anne-Marie Croce
Public Consultation Research Analyst
Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M9W 6T9

416-392-2896
AnneMarie.Croce@toronto.ca
Follow us on Twitter: @GetInvolvedTO

Nish Bala

From: scarboroughsubwayextension
Sent: June-06-17 10:09 AM
To: Anne-Marie Croce; 'Fawn Sault'; 'Megan DeVries'
Cc: 'mark.laforme@newcreditfirstnation.com'; scarboroughsubwayextension
Subject: RE: Scarborough Subway Extension draft EPR comment deadline

Hello Megan,

As you discussed on the phone with Anne-Marie, the stage 1 archaeological assessment is located in appendix B-7. A stage 2 archaeological assessment is referenced in the future commitments table E6-1 item 39.

Please let us know if you have additional questions.

Thank you,

Nish Bala
416-392-6682

From: Anne-Marie Croce
Sent: June-02-17 3:03 PM
To: 'Fawn Sault' <Fawn.Sault@newcreditfirstnation.com>; 'Megan DeVries' <Megan.DeVries@newcreditfirstnation.com>
Cc: 'mark.laforme@newcreditfirstnation.com' <mark.laforme@newcreditfirstnation.com>; scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension draft EPR comment deadline

Good Afternoon Fawn and Megan,

As we discussed on the phone, the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is **June 12, 2017.** If you wish to extend the deadline, please advise.

If you *do* or *do not* have any comments on the Draft EPR, we would appreciate a statement affirming your position via letter or email.

If you have further questions or are interested in meeting to discuss this project, please contact Mike Logan, Program Manager at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Have a great day,
Anne-Marie

Anne-Marie Croce
Public Consultation Research Analyst
Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M9W 6T9
416-392-2896
AnneMarie.Croce@toronto.ca
Follow us on Twitter: @GetInvolvedTO

TORONTO

Nish Bala

From: Dave Mowat <dmowat@scugogfirstnation.com>
Sent: June-07-17 4:33 PM
To: scarboroughsubwayextension; Anne-Marie Croce; Tracy Gauthier
Subject: RE: Scarborough Subway Extension draft EPR comment deadline

Great, thank you. Much appreciated.

Dave Mowat
Consultation, Lands and Membership Supervisor
Mississaugas of Scugog Island First Nation

From: scarboroughsubwayextension [mailto:scarboroughsubwayextension@toronto.ca]
Sent: Wednesday, June 7, 2017 2:21 PM
To: Dave Mowat <dmowat@scugogfirstnation.com>; Anne-Marie Croce <AnneMarie.Croce@toronto.ca>; Tracy Gauthier <tgauthier@scugogfirstnation.com>
Cc: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: RE: Scarborough Subway Extension draft EPR comment deadline

Hello Dave,

We are able to extend the deadline for comments on the draft EPR until June 19th. We will check back in with you then to gauge the status of the EPR review.

Please let us know if you wish to have another hard copy of the EPR sent to you via registered mail. Electronic copy of the EPR is attached:

File	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf	92,656KB

Download all files (.zip)

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21st Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca

From: Dave Mowat [mailto:dmowat@scugogfirstnation.com]
Sent: June-07-17 8:54 AM
To: Anne-Marie Croce <AnneMarie.Croce@toronto.ca>; Tracy Gauthier <tgauthier@scugogfirstnation.com>

Cc: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: RE: Scarborough Subway Extension draft EPR comment deadline

Hi Anne-Marie:

We are having difficulty locating a registered package containing the Draft EPR for this project. The current Chief is Kelly LaRocca, and former Chief Gauthier is a Councillor for the First Nation.

In this case I am requesting an extension for the complete review of the Scarborough Subway Extension Draft EPR, out to June 26th. I trust that this can be accommodated.

Thank you,

Dave Mowat
Consultaton, Lands and Membership Supervisor
Mississaugas of Scugog Island First Nation

From: Anne-Marie Croce [mailto:AnneMarie.Croce@toronto.ca]
Sent: Friday, June 2, 2017 2:59 PM
To: Tracy Gauthier <tgauthier@scugogfirstnation.com>; Dave Mowat <dmowat@scugogfirstnation.com>
Cc: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension draft EPR comment deadline
Importance: High

Good Afternoon Chief,

I am following up on the voicemail on David Mowat's phone, the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is **June 12, 2017.** If you wish to extend the deadline, please advise.

If you *do* or *do not* have any comments on the Draft EPR, we would appreciate a statement affirming your position via letter or email.

If you have further questions or are interested in meeting to discuss this project, please contact Mike Logan, Program Manager at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Have a great day,
Anne-Marie

Anne-Marie Croce
Public Consultation Research Analyst
Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M9W 6T9

416-392-2896
AnneMarie.Croce@toronto.ca
Follow us on Twitter: @GetInvolvedTO

Subject: FW: Scarborough Subway Extension draft EPR comment deadline
Attachments: response letter.docx

From: Tom Cowie [mailto:tcowie@hiawathafn.ca]
Sent: June-09-17 8:40 AM
To: Anne-Marie Croce <AnneMarie.Croce@toronto.ca>
Subject: RE: Scarborough Subway Extension draft EPR comment deadline

Aaniin Anne Marie,

Attached is our comments for this project.

Chi miigwech.

From: Anne-Marie Croce [mailto:AnneMarie.Croce@toronto.ca]
Sent: Friday, June 2, 2017 3:02 PM
To: Tom Cowie; Lori Loucks
Cc: scarboroughsubwayextension
Subject: Scarborough Subway Extension draft EPR comment deadline
Importance: High

Good Afternoon Tom and Lori,

This is a follow up to the voicemail I left at your office earlier today, the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is **June 12, 2017.** If you wish to extend the deadline, please advise.

If you *do* or *do not* have any comments on the Draft EPR, we would appreciate a statement affirming your position via letter or email.

If you have further questions or are interested in meeting to discuss this project, please contact Mike Logan, Program Manager at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Have a great day,

Anne-Marie

Anne-Marie Croce
Public Consultation Research Analyst
Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M9W 6T9

416-392-2896
AnneMarie.Croce@toronto.ca
Follow us on Twitter: @GetInvolvedTO

Hiawatha First Nation's Traditional Territory: Hiawatha First Nation shares the Mississauga Williams Treaties Clauses 1 and 2 lands, Treaty 20 lands, Treaty 27 & 27 ¼ lands, the Crawford Purchase lands. Michi Saagiig Nation has participated in eighteen treaties from 1781 to 1923. This project is in our Williams Treaties (Clause 2) lands, which was signed in 1923.

I would first like to point out that First Nations peoples have a very unique and compassionate connection with Mother Earth and the blood of Mother Earth (the water) is very sacred to us. Many traditional teachings have been passed down by our Elders to us and many are sacred to us alone. We are taught to take only what we need and offer tobacco to the creator for what we have taken. The women carry the new life in water for the beginning of life and without this we would not be here. Water is required for all living things to survive. We use these teachings daily in our traditional territories for hunting, fishing, gathering and ceremony**.**

All of the above combined create a balance of spiritual, emotional, physical and mental being. They are the cornerstones of our belief system and the formula for maintaining the delicate balance between Shka-ki-mi-kwe (Mother Earth) and all her inhabitants. We have a strong connection to Shka-ki-mi-kwe and only use what is necessary from her. We believe we that all things are connected and are taught that if we look after our Mother she will look after us. With all decisions made we always consider the effects of our choices will make on the next seven generations just as our ancestors have done for us. We often turn to our Elders who hold great knowledge of Shka-ki-mi-kwe that no one else possesses. Their knowledge is held in their hearts and minds to be passed by oral tradition for the next generations.

Our traditional ways are derived from the land. Settlement and eventual development obstructed our people's use of their lands. Settlement and development has altered our use and occupancy of the natural resources as well as access to the land. Our accessibility to lands in our Traditional Territories has been diminished by development. We would like to be reassured that wildlife, habitat, archaeological sites and water tributaries will be adequately protected from contamination for 7 generations without upsetting the balanced eco-system/relationship we have with our Mother Shka-ki-mi-kwe. This project by its very nature has the potential to bring about momentous and long-lasting impacts on the natural environment. Any infringement on Treaty rights must be justified **by the Crown**. These Treaties are no less important than the Constitution in defining Canada.

Miigwech.

Nish Bala

From: scarboroughsubwayextension
Sent: June-15-17 10:19 AM
To: 'jbmarsden@aldervillefirstnation.ca'
Cc: scarboroughsubwayextension; 'k.a.sandy-mckenzie@rogers.com'
Subject: Deadline for Comments Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Chief James R. Marsden,

All comments for the draft Scarborough Subway Extension Environmental Project Report (EPR) were requested on June 12 2017, however, we have extended the comment deadline to June 19, 2017.

If we do not receive comments by the revised June 19th deadline, we will accept the Alderville First Nation does not have any comments on the draft EPR.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,
Mike Logan

Nish Bala

From: scarboroughsubwayextension
Sent: June-15-17 10:18 AM
To: 'chief@curvelakefn.ca'; 'phyllisw@curvelake.ca'
Cc: scarboroughsubwayextension; 'k.a.sandy-mckenzie@rogers.com'
Subject: Deadline for Comments Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Chief Phyllis Williams,

All comments for the draft Scarborough Subway Extension Environmental Project Report (EPR) were requested on June 12 2017, however, we have extended the comment deadline to June 19, 2017.

If we do not receive comments by the revised June 19th deadline, we will accept the Curve Lake First Nation does not have any comments on the draft EPR.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,
Mike Logan

Nish Bala

From: Phyllis Williams <PhyllisW@curvelake.ca>
To: scarboroughsubwayextension
Sent: June-15-17 11:26 AM
Subject: Read: Deadline for Comments Scarborough Subway Extension TPAP - Draft Environmental Project Report

Your message

To:
Subject: Deadline for Comments Scarborough Subway Extension TPAP - Draft Environmental Project Report
Sent: Thursday, June 15, 2017 11:26:03 AM (UTC-05:00) Eastern Time (US & Canada)

was read on Thursday, June 15, 2017 11:25:58 AM (UTC-05:00) Eastern Time (US & Canada).

Nish Bala

From: Fawn Sault <Fawn.Sault@mncfn.ca>
Sent: June-15-17 11:09 AM
To: scarboroughsubwayextension; Megan DeVries
Cc: Mark LaForme
Subject: RE: Deadline for Comments Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hi Mike,

Thank you for speaking with me on the phone regarding the Scarborough Subway Extension EPR. You mentioned there being additional archaeological studies so our Archaeological Coordinator Megan DeVries will assist you in getting Field Liaison Representatives involved.

If you have any other questions please give us a call.

Miigwetch

From: scarboroughsubwayextension [mailto:scarboroughsubwayextension@toronto.ca]
Sent: Thursday, June 15, 2017 10:19 AM
To: Fawn Sault; Megan DeVries
Cc: Mark LaForme; scarboroughsubwayextension
Subject: Deadline for Comments Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Fawn and Meghan,

All comments for the draft Scarborough Subway Extension Environmental Project Report (EPR) were requested on June 12 2017, however, we have extended the comment deadline to June 19, 2017.

If we do not receive comments by the revised June 19th deadline, we will accept the Mississaugas of the New Credit First Nation does not have any comments on the draft EPR.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,

Mike Logan

Nish Bala

From: scarboroughsubwayextension
Sent: June-15-17 10:18 AM
To: 'info@spiritofthestone.ca'
Cc: scarboroughsubwayextension
Subject: Deadline for Comments Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Chief Kris Nahrgang,

All comments for the draft Scarborough Subway Extension Environmental Project Report (EPR) were requested on June 12 2017, however, we have extended the comment deadline to June 19, 2017.

If we do not receive comments by the revised June 19th deadline, we will accept the Kawartha Nishnawbe First Nation does not have any comments on the draft EPR.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,
Mike Logan

Hazen, Shelley

Subject: FW: Deadline for Comments Scarborough Subway Extension TPAP - Draft Environmental Project Report
Attachments: MNCFN Contract for FLR Participation.docx

From: Megan DeVries [mailto:Megan.DeVries@mncfn.ca]
Sent: June-16-17 9:54 AM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>
Subject: RE: Deadline for Comments Scarborough Subway Extension TPAP - Draft Environmental Project Report

Good morning Mike,

I am following up on Fawn's email, indicating the Mississaugas of the New Credit First Nation's interest in participating in the upcoming archaeological fieldwork. Please note that it is our policy at MNCFN that all consultation should be carried out directly between the First Nation and the proponent, rather than through a consultant.

I understand that for some proponents this can be unfamiliar territory. Therefore, please allow me to provide you with some background:

The Mississaugas of the New Credit First Nation [MNCFN] formed the Department of Consultation and Accommodation in January 2015, in order to respond to rapid and consistent development within its treaty territory. Both the authorities who approve this development and the proponents who drive it have certain consultation responsibilities to the Nation, as a result of MNCFN's Aboriginal and treaty rights and our continued interests and concerns regarding the land. One of the ways we require proponents to engage with us is in providing transparency during the environmental survey and archaeological assessment process. The best way to accomplish this is by having Field Liaison Representatives on location while fieldwork is occurring, who can ensure that the Nation's special interests and concerns are respected and considered during the fieldwork. The cultural and natural resources in question are part of MNCFN's treaty territory and heritage, and it is our responsibility to ensure their protection, on behalf of the Nation.

Therefore, MNCFN insists that its Field Liaison Representatives ("FLRs") are on site whenever any environmental or archaeological fieldwork (Stages 2 through 4) is occurring within our treaty territory. Our preference is that the cost for the participation of our FLRs is covered by the proponent, not the consultant, whom we view as having the ultimate responsibility to consult with the Nation.

Please also note that MNCFN requires two of its Field Liaison Representatives to be on location whenever fieldwork is taking place within its treaty territory. The reason for this is so that FLRs can provide support and security for each other in the field. This has become a requirement in light of uncommon, but unfortunate, occurrences when FLRs have felt pressured or intimidated from external persons while at work locations. We ask that you would respect this request.

Therefore, please find attached the contract that covers MNCFN's participation in the upcoming fieldwork. This contract covers only the archaeological fieldwork, as we understand the environmental surveys have already been completed. The costs associated with this involvement reflect a number of expenses not visible at first glance: payment for the Field Liaison Representatives themselves, operational costs for the department, and efforts to engage the community to garner feedback on these projects. If you could please fill in the additional required information, highlighted in yellow, and return to us a signed copy, that would be greatly appreciated. After we have received it, we can execute the contract on our end and return the completed contract to you. Afterwards, I can arrange scheduling and other related matters directly with the consultant if you prefer.

For your information, the Federal Canada Treasury Board guidelines can be located at the following web addresses. For 2017, they are as follows:
Mileage ($0.555/km): https://www.njc-cnm.gc.ca/directive/d10/v10/s97/en
Meal Allowance (up to $81.15 a day): https://www.njc-cnm.gc.ca/directive/d10/v10/s98/sv19/en

Please let me know if you have any questions or concerns.

Sincerely,
Megan.

Megan DeVries, M.A.
Archaeological Coordinator
Department of Consultation and Accommodation (DOCA)
Mississaugas of the New Credit First Nation (MNCFN)
6 First Line Road, Unit 1, RR#6, Hagersville, ON N0A 1H0
P: 905-768-4260 | M: 289-527-2763
http://www.mncfn.ca

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you are not the intended recipient you are notified that disclosing, copying, distributing or taking any action in reliance on the contents of this information is strictly prohibited. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of the Mississaugas of the New Credit First Nation.

From: Fawn Sault
Sent: Thursday, June 15, 2017 11:09 AM
To: scarboroughsubwayextension; Megan DeVries
Cc: Mark LaForme
Subject: RE: Deadline for Comments Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hi Mike,

Thank you for speaking with me on the phone regarding the Scarborough Subway Extension EPR. You mentioned there being additional archaeological studies so our Archaeological Coordinator Megan DeVries will assist you in getting Field Liaison Representatives involved.

If you have any other questions please give us a call.

Miigwetch

From: scarboroughsubwayextension [mailto:scarboroughsubwayextension@toronto.ca]
Sent: Thursday, June 15, 2017 10:19 AM
To: Fawn Sault; Megan DeVries
Cc: Mark LaForme; scarboroughsubwayextension
Subject: Deadline for Comments Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Fawn and Meghan,

All comments for the draft Scarborough Subway Extension Environmental Project Report (EPR) were requested on June 12 2017, however, we have extended the comment deadline to June 19, 2017.

If we do not receive comments by the revised June 19th deadline, we will accept the Mississaugas of the New Credit First Nation does not have any comments on the draft EPR.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,

Mike Logan

Field Liaison Representative Agreement between:
Mississaugas of the New Credit First Nation
and
City of Toronto

The purpose of this letter of agreement is to provide Mississaugas of the New Credit First Nation (hereinafter, "MNCFN") with the capacity assistance to fund at least two Field Liaison Representatives (hereinafter, "FLRs") in connection with the 2017 archaeological assessments required for the Scarborough Subway Expansion located in the City of Toronto, (hereinafter, "The Proponent").

We, The Proponent, understand that MNCFN wishes to send its FLRs to participate in and oversee the fieldwork and construction associated with the Project and that the FLRs' mandate will be to ensure that MNCFN's perspectives and priorities are considered and to enable MNCFN to provide timely and meaningful comment on the Project.

We, The Proponent, understand that additional FLRs may be required if the number of field crew utilized by the consultant exceeds fifteen (15) individuals and agree to provide capacity funding for additional FLRs as required. MNCFN requires one additional FLR per five additional field crew and will provide a chart outlining this requirement upon request.

We, The Proponent and MNCFN agree that The Proponent, will provide capacity funding for each FLR in the amount of [redacted], plus meal allowance, mileage, and actual travel time at the beginning and end of each day, in accordance with current Federal Canada Treasury Board guidelines, subject to the following conditions:

1. The FLRs selected by MNCFN have appropriate qualifications for the work required, for example, training in environmental and archaeological monitoring, and experience or ability to work with Aboriginal communities to help bridge Aboriginal perspectives with Western science, as reasonably determined by MNCFN.

2. The Parties agree that the FLRs will follow the reasonable instructions of [name of consultant], the consultant firm conducting the archaeological work, concerning safety practices, and that the FLRs will attend "tailgate" safety meetings.

3. The contact person for the archaeological assessment portion of the fieldwork is [name of contact person] from [consultant firm]. Contact information for this person is as follows:
   [insert contact information here]

4. The Parties agree that [name of contact person] will coordinate site meeting locations and times through MNCFN's duly appointed Archaeological Coordinator or, when necessary, directly with the FLRs themselves. Contact information for the Archaeological Coordinator is as follows:
   Megan DeVries
   Telephone: 905-768-4260
   Cell: 289-527-2763
   Email: megan.devries@mncfn.ca

5. The Parties agree that the FLRs are not employees, contractors, or sub-contractors of The Proponent or [name of consultant] and that the FLRs will be responsible for their own personal protective equipment, such as hard hats, safety boots, and safety vests.

6. The Parties agree that the Proponent will reimburse the FLRs for reasonable mileage and meals in accordance with current Federal Canada Treasury Board guidelines, over and above the hourly rate of [redacted] [see Appendix A]. Mileage rates are determined using the MNCFN Department of Consultation and Accommodation as the place of departure.

7. If its use is deemed necessary by both Parties, the Proponent agrees to reimburse the FLRs for their use of the 407ETR upon receipt of a copy of the bill.

8. If deemed reasonable by both Parties, the Proponent agrees to cover the cost of overnight accommodation for FLRs participating in environmental and/or archaeological fieldwork at locations which would otherwise require more than 90 minutes of travel time at both the beginning and end of the work day, as determined using the MNCFN Department of Consultation and Accommodation as the place of departure. An additional Incidental Allowance fee is required for any work which requires overnight accommodations [see Appendix A].

9. The Parties agree that FLRs will be paid by the Proponent at a rate of $100.00 per hour for any work occurring on a statutory holiday. This includes New Year's Day, Family Day, Good Friday, Victoria Day, Canada Day, Civic Holiday, Labour Day, Thanksgiving Day, Christmas Day, and Boxing Day. The above noted mileage and meal allowance rates remain in effect.

10. The Parties agree that FLRs will be paid for a minimum of four hours, plus actual travel time, mileage, and meal allowance rates as noted above, on any day when fieldwork is cancelled while FLRs are en route to the work site or after the FLRs have already arrived.

The Parties agree that The Proponent will pay the capacity funding as agreed to above by cheque or bank transfer and upon receipt of an invoice from MNCFN explaining in reasonable detail each FLRs' time, fees, reasonable mileage, meal allowance, and nature of work performed, allocated against each of the Projects. All invoices should be addressed directly to [name of proponent] and the relevant Project should be noted in the text of each invoice. Invoices should be submitted electronically to the following address:

Email address: [insert email address here]
Attention: [insert name here]
[name of proponent]
[full address of proponent]

The Parties agree that the capacity funding payments for the FLRs will be used only for the purposes described in this letter of agreement and will not be paid for the improper personal gain of any individual or for any other purpose that might violate any Canadian anti-corruption law.

If this letter of agreement accurately reflects your understanding of the terms of our agreement and you agree to be legally bound thereby, as we do, please execute this letter of agreement (in counterparts, if necessary) where indicated below and return a copy thereof to the undersigned.

The foregoing accurately reflects the terms of arrangement which we hereby agree to enter into and the undersigned agrees to be legally bound hereby.

[The remainder of this page is intentionally left blank.]

Signed this _____ day of _____, 2017,

_____	_____
Authorized Signatory on behalf of City of Toronto	Authorized Signatory on behalf of Mississaugas of the New Credit First Nation
[printed name of signatory] [job title] [department] City of Toronto	Mark LaForme Director Dept. of Consultation and Accommodation Mississaugas of the New Credit First Nation
_____	_____
Witness	Witness
[printed name of witness] [job title] [department] City of Toronto	Megan DeVries Archaeological Coordinator Dept. of Consultation and Accommodation Mississaugas of the New Credit First Nation

Appendix A

EFFECTIVE APRIL 1, 2017 MISSISSAUGAS OF THE NEW CREDIT FIRST NATION
MILEAGE & ALLOWANCE CHART

MILEAGE **0.555 cents per KM**

Breakdown for meals and Incidentals:			**NOT ELIGIBLE IF:**
BREAKFAST 15.18	HST 1.97	TOTAL 17.15	leave after 8am; get home before 7:30am
LUNCH 15.97	HST 2.08	TOTAL 18.05	leave after 1:15pm; get home before 12:15pm
DINNER 40.66	HST 5.29	TOTAL 45.95	leave after 7pm; get home before 6:30pm
INCIDENTALS 17.30			not staying overnight

Nish Bala

From: Kaitlin Hill <KaitlinH@curvelake.ca>
Sent: June-19-17 1:21 PM
To: scarboroughsubwayextension
Cc: Consultation Clerk
Subject: Comments From Curve Lake First Nation

Dear Mike Logan,

RE: Scarborough Subway Extension Draft EPR

I would like to acknowledge receipt of your correspondence, which was received on 1/5/2017 regarding the above noted project.

Although we have not conducted exhaustive research nor have we the resources to do so, Curve Lake First Nation Council is not currently aware of any issues that would cause concern with respect to our Traditional, Aboriginal and Treaty rights.

Please note that we have particular concern for the remains of our ancestors. Should excavation unearth bones, remains or other such evidence of a native burial site or any Archaeological findings, we must be notified without delay. In the case of a burial site, Council reminds you of your obligations under the Cemeteries Act to notify the nearest First Nation Government or other community of Aboriginal people which is willing to act as a representative and whose members have a close cultural affinity to the interred person. As I am sure you are aware, the regulations further state that the representative is needed before the remains and associated artifacts can be removed. Should such a find occur, we request that you contact our First Nation immediately.

Curve Lake First Nation also has available, trained Archaeological Liaisons who are able to actively participate in the archaeological assessment process as a member of a field crew, the cost of which will be borne by the proponent.

If any new, undisclosed or unforeseen issues should arise, that has potential for anticipated negative environmental impacts or anticipated impacts on our Treaty and Aboriginal rights we require that we be notified regarding these as well.

Thank you for recognizing the importance of consultation and respecting your duty to consult obligations as determined by the Supreme Court of Canada.

Should you have further questions or if you wish to hire a liaison for a project, please feel free to contact our Lands and Resources Consultation Liaisons by email, Kaitlin Hill at KaitlinH@curvelake.ca , or by phone at 705-657-8045.

Nish Bala

From: scarboroughsubwayextension
Sent: June-20-17 8:16 AM
To: 'Dave Mowat'; scarboroughsubwayextension; Anne-Marie Croce; Tracy Gauthier
Subject: RE: Scarborough Subway Extension draft EPR comment deadline

Hello Dave,

We had send the EPR via registered mail. We are more than happy to send another copy to the address you provided below. Please let us know if you wish to receive a copy.

We also provided you with an updated link to the EPR. Please note that the link expires in a week and it's best to download the full EPR.

File	Description	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf		92,656KB

Download all files (.zip)

Thank you for your comments.

Nish Bala
416-392-6682

From: Dave Mowat [mailto:dmowat@scugogfirstnation.com]
Sent: June-19-17 3:50 PM
To: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>; Anne-Marie Croce <AnneMarie.Croce@toronto.ca>; Tracy Gauthier <tgauthier@scugogfirstnation.com>
Subject: RE: Scarborough Subway Extension draft EPR comment deadline

Good Afternoon:

The links provided had some form of deadline because they were null and void for me!

And with no registered package that we ever saw I remain somewhat at a loss as to how to say much of anything beyond this.

As the project is running through heavy urbanized lands we remain constantly concerned on environmental impact as the land is continuously altered for increasing settlement and population increase purposes. While it will always be treaty land this may not register with planners and certain agencies; but over the long term we cannot help but be concerned with the push of development and population increase as it snakes its way eastward, as it pushes against the Greenbelt, as it pushes against the environment, as it alters the landscape. A rail network is not a highway system, insofar as the right of way is concerned, however it still alters the land and given that our history in this region has experienced extensive land alteration for generations we must remain diligent.

Moving forward I personally want to assure that any registered packages are addressed to myself at 22521 Island Rd., Port Perry, L9L 1B6. While the Chief still needs to be informed I simply want to assure that as the one ultimately reviewing information for the community that I receive the information directly and in a timely manner.

Thank you,

Dave Mowat
Consultation, Lands and Membership Supervisor
Mississaugas of Scugog Island First Nation

From: scarboroughsubwayextension [mailto:scarboroughsubwayextension@toronto.ca]
Sent: Wednesday, June 7, 2017 2:21 PM
To: Dave Mowat <dmowat@scugogfirstnation.com>; Anne-Marie Croce <AnneMarie.Croce@toronto.ca>; Tracy Gauthier <tgauthier@scugogfirstnation.com>
Cc: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: RE: Scarborough Subway Extension draft EPR comment deadline

Hello Dave,

We are able to extend the deadline for comments on the draft EPR until June 19th. We will check back in with you then to gauge the status of the EPR review.

Please let us know if you wish to have another hard copy of the EPR sent to you via registered mail. Electronic copy of the EPR is attached:

File	Size
0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf	92,656KB

Download all files (.zip)

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21st Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca

From: Dave Mowat [mailto:dmowat@scugogfirstnation.com]
Sent: June-07-17 8:54 AM
To: Anne-Marie Croce <AnneMarie.Croce@toronto.ca>; Tracy Gauthier <tgauthier@scugogfirstnation.com>
Cc: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: RE: Scarborough Subway Extension draft EPR comment deadline

Hi Anne-Marie:

We are having difficulty locating a registered package containing the Draft EPR for this project. The current Chief is Kelly LaRocca, and former Chief Gauthier is a Councillor for the First Nation.

In this case I am requesting an extension for the complete review of the Scarborough Subway Extension Draft EPR, out to June 26th. I trust that this can be accommodated.

Thank you,

Dave Mowat
Consultaton, Lands and Membership Supervisor
Mississaugas of Scugog Island First Nation

From: Anne-Marie Croce [mailto:AnneMarie.Croce@toronto.ca]
Sent: Friday, June 2, 2017 2:59 PM
To: Tracy Gauthier <tgauthier@scugogfirstnation.com>; Dave Mowat <dmowat@scugogfirstnation.com>
Cc: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension draft EPR comment deadline
Importance: High

Good Afternoon Chief,

I am following up on the voicemail on David Mowat's phone, the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is **June 12, 2017.** If you wish to extend the deadline, please advise.

If you *do* or *do not* have any comments on the Draft EPR, we would appreciate a statement affirming your position via letter or email.

If you have further questions or are interested in meeting to discuss this project, please contact Mike Logan, Program Manager at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Have a great day,
Anne-Marie

Anne-Marie Croce
Public Consultation Research Analyst
Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M9W 6T9

416-392-2896
AnneMarie.Croce@toronto.ca
Follow us on Twitter: @GetInvolvedTO

TORONTO

From: scarboroughsubwayextension
To: "Megan DeVries"
Cc: "Yves.Dagssie@ontario.ca"; Mike Logan; "fawn.sault@newcreditfirstnation.com"; "mark.laforme@newcreditfirstnation.com"; scarboroughsubwayextension
Subject: Scarborough Subway Extension – Comments on the Draft Environmental Project
Date: Wednesday, July 26, 2017 2:18:23 PM
Attachments: image001.png
Mississaugas of the New Credit First Nation_Combined Final.pdf

---

Hello Megan DeVries,

Please see attached project team responses to your comments on the Scarborough Subway Extension draft EPR.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21st Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca

TORONTO

Jennifer Keesmaat, MES, MCIP, RPP
Chief Planner & Executive Director
City Planning Division

Transportation Planning
City Hall
21st Floor, East Tower
Toronto, Ontario M5H 2N2

James Perttula
Director, Transit and Transportation Planning

Tel: (416) 392-4744
Fax: (416) 392-1591
E-mail: jperttu@toronto.ca
www.toronto.ca/planning

July 26, 2017

Megan DeVries
Mississaugas of the New Credit First Nation
2789 Mississauaga Rd., R.R. #6
Hagersville, ON
N0A 1H0

Dear Ms. DeVries:

RE: Scarborough Subway Extension – Comments on the Draft Environmental Project Report (EPR)

On behalf of the *Scarborough Subway Extension* (SSE) Study Team, thank you for providing comments on the Draft Environmental Project Report (EPR). Since receipt of the request regarding Field Liaison Representatives (attached for your reference), the City and TTC have been in discussions with Mississaugas of the New Credit First Nation (MNCFN) and arrangements are currently underway for an MNCFN Field Liaison Representative to be present during the Stage 2 archaeological field work to be conducted by AECOM, TTC's consultants for the Project.

A Stage 2 Archaeological Assessment is not required to be completed as part of the Transit Project Assessment Process (TPAP); however, it is a future Project commitment to have all construction areas which were identified as having archaeological potential in the Stage 1 assessment, cleared of archaeological finds prior to the commencement of construction. Archaeological Resources and Engagement with Indigenous Communities is described in detail in **Sections 2.4.1**, **5.2.4.1** and **7.4.6** in the Final EPR. A copy of the archaeological assessments for the Project will be made available to MNCFN.

Please be advised your comments, along with the Study Team's response to them, will be included in the Final EPR which will be published for a 30-day review period starting in August 2017. Once the Final EPR has been prepared a Notice of Completion will be sent to you with further details regarding this review process.

We hope the information provided in this letter is useful to you. If you have any questions or comments, would like to schedule a meeting or require additional information, please contact me at your earliest convenience by phone (416-338-5568) or email (mike.logan@toronto.ca). You may also visit the project website www.scarboroughsubwayextension.ca.

Regards,

Mike Logan
Program Manager
Transportation Planning
City of Toronto

Encl.
Comments from Mississaugas of the New Credit First Nation

cc.
Mark LaForme, Mississaugas of the New Credit First Nation
Yves Dagssie, Special Project Officer, MOECC

3-1-1 toronto at your service

Nish Bala

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: June-16-17 9:54 AM
To: scarboroughsubwayextension
Cc: Mark LaForme; Fawn Sault
Subject: RE: Deadline for Comments Scarborough Subway Extension TPAP - Draft Environmental Project Report
Attachments: MNCFN Contract for FLR Participation.docx

Good morning Mike,

I am following up on Fawn's email, indicating the Mississaugas of the New Credit First Nation's interest in participating in the upcoming archaeological fieldwork. Please note that it is our policy at MNCFN that all consultation should be carried out directly between the First Nation and the proponent, rather than through a consultant.

I understand that for some proponents this can be unfamiliar territory. Therefore, please allow me to provide you with some background:

The Mississaugas of the New Credit First Nation [MNCFN] formed the Department of Consultation and Accommodation in January 2015, in order to respond to rapid and consistent development within its treaty territory. Both the authorities who approve this development and the proponents who drive it have certain consultation responsibilities to the Nation, as a result of MNCFN's Aboriginal and treaty rights and our continued interests and concerns regarding the land. One of the ways we require proponents to engage with us is in providing transparency during the environmental survey and archaeological assessment process. The best way to accomplish this is by having Field Liaison Representatives on location while fieldwork is occurring, who can ensure that the Nation's special interests and concerns are respected and considered during the fieldwork. The cultural and natural resources in question are part of MNCFN's treaty territory and heritage, and it is our responsibility to ensure their protection, on behalf of the Nation.

Therefore, MNCFN insists that its Field Liaison Representatives ("FLRs") are on site whenever any environmental or archaeological fieldwork (Stages 2 through 4) is occurring within our treaty territory. Our preference is that the cost for the participation of our FLRs is covered by the proponent, not the consultant, whom we view as having the ultimate responsibility to consult with the Nation.

Please also note that MNCFN requires two of its Field Liaison Representatives to be on location whenever fieldwork is taking place within its treaty territory. The reason for this is so that FLRs can provide support and security for each other in the field. This has become a requirement in light of uncommon, but unfortunate, occurrences when FLRs have felt pressured or intimidated from external persons while at work locations. We ask that you would respect this request.

Therefore, please find attached the contract that covers MNCFN's participation in the upcoming fieldwork. This contract covers only the archaeological fieldwork, as we understand the environmental surveys have already been completed. The costs associated with this involvement reflect a number of expenses not visible at first glance: payment for the Field Liaison Representatives themselves, operational costs for the department, and efforts to engage the community to garner feedback on these projects. If you could please fill in the additional required information, highlighted in yellow, and return to us a signed copy, that would be greatly appreciated. After we have received it, we can execute the contract on our end and return the completed contract to you. Afterwards, I can arrange scheduling and other related matters directly with the consultant if you prefer.

For your information, the Federal Canada Treasury Board guidelines can be located at the following web addresses. For 2017, they are as follows:
Mileage ($0.555/km): https://www.njc-cnm.gc.ca/directive/d10/v10/s97/en
Meal Allowance (up to $81.15 a day): https://www.njc-cnm.gc.ca/directive/d10/v10/s98/sv19/en

Please let me know if you have any questions or concerns.

Sincerely,
Megan.

Megan DeVries, M.A.
Archaeological Coordinator
Department of Consultation and Accommodation (DOCA)
Mississaugas of the New Credit First Nation (MNCFN)
6 First Line Road, Unit 1, RR#6, Hagersville, ON N0A 1H0
P: 905-768-4260 | M: 289-527-2763
http://www.mncfn.ca

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From: Fawn Sault
Sent: Thursday, June 15, 2017 11:09 AM
To: scarboroughsubwayextension; Megan DeVries
Cc: Mark LaForme
Subject: RE: Deadline for Comments Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hi Mike,

Thank you for speaking with me on the phone regarding the Scarborough Subway Extension EPR. You mentioned there being additional archaeological studies so our Archaeological Coordinator Megan DeVries will assist you in getting Field Liaison Representatives involved.

If you have any other questions please give us a call.

Miigwetch

From: scarboroughsubwayextension [mailto:scarboroughsubwayextension@toronto.ca]
Sent: Thursday, June 15, 2017 10:19 AM
To: Fawn Sault; Megan DeVries
Cc: Mark LaForme; scarboroughsubwayextension
Subject: Deadline for Comments Scarborough Subway Extension TPAP - Draft Environmental Project Report

Hello Fawn and Meghan,

All comments for the draft Scarborough Subway Extension Environmental Project Report (EPR) were requested on June 12 2017, however, we have extended the comment deadline to June 19, 2017.

If we do not receive comments by the revised June 19th deadline, we will accept the Mississaugas of the New Credit First Nation does not have any comments on the draft EPR.

If you have any questions about the EPR, please contact me at 416-338-5568.

Thank you,

Mike Logan

From:	scarboroughsubwayextension
To:	"KaitlinH@curvelake.ca"
Cc:	"Yves.Dagssie@ontario.ca"; "phyllisw@curvelake.ca"; "k.a.sandy-mckenzie@rogers.com"; Mike Logan; scarboroughsubwayextension
Subject:	Scarborough Subway Extension – Comments on the Draft Environmental Project
Date:	Wednesday, July 26, 2017 2:18:13 PM
Attachments:	image001.png Curve Lake First Nations Combined Final.pdf

Hello Kaitlin Hill,

Please see attached project team responses to your comments on the Scarborough Subway Extension draft EPR.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21st Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca

TORONTO

Jennifer Keesmaat, MES, MCIP, RPP
Chief Planner & Executive Director
City Planning Division

Transportation Planning
City Hall
21st Floor, East Tower
Toronto, Ontario M5H 2N2

James Perttula
Director, Transit and Transportation Planning

Tel: (416) 392-4744
Fax: (416) 392-1591
E-mail: jperttu@toronto.ca
www.toronto.ca/planning

July 26, 2017

Kaitlin Hill
Curve Lake First Nation
22 Winookeeda Rd.
Curve Lake, ON
K0L 1R0

Dear Ms. Hill:

RE: Scarborough Subway Extension – Comments on the Draft Environmental Project Report (EPR)

On behalf of the *Scarborough Subway Extension* (SSE) Study Team, thank you for providing comments on the Draft Environmental Project Report (EPR). We would like to take this opportunity to address your comments in advance of the publication of the Final EPR. The attached Table 1 includes your comments on the Draft EPR and the Study Team's consideration and response. Please find attached your original email for reference.

Please be advised your comments, along with the Study Team's response to them, will be included in the Final EPR which will be published for a 30-day review period starting in August 2017. Once the Final EPR has been prepared a Notice of Completion will be sent to you with further details regarding this review process.

We hope the information provided in this letter is useful to you. If you have any questions or comments, would like to schedule a meeting or require additional information, please contact me at your earliest convenience by phone (416-338-5568) or email (mike.logan@toronto.ca). You may also visit the project website www.scarboroughsubwayextension.ca.

Regards,

Mike Logan
Program Manager
Transportation Planning
City of Toronto

Encl.
Table 1: Disposition Table of Comments Received from Curve Lake First Nation
Comments from Curve Lake First Nation

cc.
Chief Phyllis Williams, Curve Lake First Nation
Karry Sandy-McKenzie, Barrister & Solicitor, Williams Treaty First Nations Coordinator
Yves Dagssie, Special Project Officer, MOECC

Table 1: Disposition Table of Comments Received from Curve Lake First Nation

Comment #	Questions / Comments	Study Team's Consideration and Response
1	• Although we have not conducted exhaustive research nor have we the resources to do so, Curve Lake First Na ion Council is not currently aware of any issues that would cause concern with respect to our Traditional, Aboriginal and Treaty rights.	• Comment noted.
2	• Please note that we have particular concern for the remains of our ancestors. Should excavation unearth bones, remains or other such evidence of a native burial site or any Archaeological findings, we must be notified without delay. In the case of a burial site, Council reminds you of your obligations under the Cemeteries Act to notify the nearest First Nation Government or other community of Aboriginal people which is willing to act as a representative and whose members have a close cultural affinity to the interred person. • The regulations further state that the representative is needed before the remains and associated artifacts can be removed. Should such a find occur, we request that you contact our First Nation immediately. • Curve Lake First Nation also has available, trained Archaeological Liaisons who are able to actively participate in the archaeological assessment process as a member of a field crew, the cost of which will be borne by the proponent.	• If any archaeological and/or historical resources are discovered during construction, the performance of the work in the area of the discovery will cease. The Ontario Ministry of Tourism, Culture and Sport (MTCS) (Archaeological Unit) will be notified for an assessment of the discovery. Work in the area of the discovery would not resume until cleared by the Ministry. Indigenous Communities will be notified and a licensed archaeologist will be engaged to carry out fieldwork in compliance with the *Ontario Heritage Act*. • If human remains are found, police will be notified immediately and all work will cease in the vicinity of the remains. The archaeologist will assist by determining if the remains are in fact human, and will work with the police to determine if the area is a forensic or archaeological situation. If it is considered forensic, the police will have control of he area, if it is considered archaeological the Cemeteries Registrar and the Ontario Ministry of Government and Consumer Services will be contacted and the standard procedure for dealing with human remains will be followed. If previously unknown archaeological resources are impacted the archaeologist monitor will have the power to halt construction until the archaeological resources have been appropriately dealt with. • Thank you for your offer of services for a trained Archaeological Liaison; however, the TTC has retained licensed archaeologist from AECOM to conduct archaeological assessments for the Project who have been involved since the commencement of pre-planning for the SSE in 2014. • A copy of the Archaeological Assessments for the Project will be made available once the work has been completed.
3	• If any new, undisclosed or unforeseen issues should arise, that has potential for anticipated negative environmental impacts or anticipated impacts on our Treaty and Aboriginal rights we require that we be notified regarding these as well.	• The City and TTC are committed to keeping all interested parties, including Curve Lake First Nation, informed and involved in the Project as it progresses. As such, the City and TTC will notify Curve Lake First Nation if any new, undisclosed or unforeseen issues should arise, hat has potential for anticipated negative environmental impacts on Treaty and Aboriginal rights.

Nish Bala

From: Kaitlin Hill <KaitlinH@curvelake.ca>
Sent: June-19-17 1:21 PM
To: scarboroughsubwayextension
Cc: Consultation Clerk
Subject: Comments From Curve Lake First Nation

Dear Mike Logan,

RE: Scarborough Subway Extension Draft EPR

I would like to acknowledge receipt of your correspondence, which was received on 1/5/2017 regarding the above noted project.

Although we have not conducted exhaustive research nor have we the resources to do so, Curve Lake First Nation Council is not currently aware of any issues that would cause concern with respect to our Traditional, Aboriginal and Treaty rights.

Please note that we have particular concern for the remains of our ancestors. Should excavation unearth bones, remains or other such evidence of a native burial site or any Archaeological findings, we must be notified without delay. In the case of a burial site, Council reminds you of your obligations under the Cemeteries Act to notify the nearest First Nation Government or other community of Aboriginal people which is willing to act as a representative and whose members have a close cultural affinity to the interred person. As I am sure you are aware, the regulations further state that the representative is needed before the remains and associated artifacts can be removed. Should such a find occur, we request that you contact our First Nation immediately.

Curve Lake First Nation also has available, trained Archaeological Liaisons who are able to actively participate in the archaeological assessment process as a member of a field crew, the cost of which will be borne by the proponent.

If any new, undisclosed or unforeseen issues should arise, that has potential for anticipated negative environmental impacts or anticipated impacts on our Treaty and Aboriginal rights we require that we be notified regarding these as well.

Thank you for recognizing the importance of consultation and respecting your duty to consult obligations as determined by the Supreme Court of Canada.

Should you have further questions or if you wish to hire a liaison for a project, please feel free to contact our Lands and Resources Consultation Liaisons by email, Kaitlin Hill at KaitlinH@curvelake.ca , or by phone at 705-657-8045.

From:	scarboroughsubwayextension
To:	"tcowie@hiawathafn.ca"
Cc:	"Yves.Dagssie@ontario.ca"; "k.a.sandy-mckenzie@rogers.com"; Mike Logan; "Llouks@hiawathafn.ca"; scarboroughsubwayextension
Subject:	Scarborough Subway Extension – Comments on the Draft Environmental Project
Date:	Wednesday, July 26, 2017 2:18:05 PM
Attachments:	image001.png Hiawatha First Nation_Combined Final.pdf

Hello Tom Cowie,

Please see attached project team responses to your comments on the Scarborough Subway Extension draft EPR.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21st Floor
100 Queen Street West
Toronto, ON M5H 2N2k

416-392-6682
nish.bala@toronto.ca

TORONTO

James Perttula
Director, Transit and Transportation Planning

Jennifer Keesmaat, MES, MCIP, RPP
Chief Planner & Executive Director
City Planning Division

Transportation Planning
City Hall
21st Floor, East Tower
Toronto, Ontario M5H 2N2

Tel: (416) 392-4744
Fax: (416) 392-1591
E-mail: jperttu@toronto.ca
www.toronto.ca/planning

July 26, 2017

Tom Cowie
Hiawatha First Nation
123 Paudash Street, R.R. #2
Keene, ON
K0L 2G0

Dear Mr. Cowie:

RE: Scarborough Subway Extension – Comments on the Draft Environmental Project Report (EPR)

On behalf of the *Scarborough Subway Extension* (SSE) Study Team, thank you for providing comments on the Draft Environmental Project Report (EPR). We would like to take this opportunity to address your comments in advance of the publication of the Final EPR. The consideration and assessment of impacts is a key component of the Transit Project Assessment Process (TPAP), the Environmental Assessment (EA) process to which the SSE is subject.

We understand your concern for the long-term protection of wildlife, habitat, archeological sites, and water tributaries. As part of the future commitments of this Study, various plans and procedures will be developed to assist with addressing spills, erosion control, dewatering impacts on surface features, such as fish and fish habitats, and nearby terrestrial features.

Potential impacts are assessed and mitigation measures that will be taken to avoid any lasting impact in the areas that you mention are described in detail in the Final EPR (**Chapter 5**). The Report also describes monitoring plans and commitments for future work (**Chapter 6**) to reduce impacts to the environment to the extent possible. Care has, and will continue to be taken in the design and implementation of the SSE. In addition, a Stage 2 Archaeological Assessment is not required to be completed as part of the TPAP; however, it is a future Project commitment to have all construction areas which were identified as having archaeological potential in the Stage 1 assessment, cleared of archaeological finds prior to the commencement of construction. Archaeological Resources and Engagement with Indigenous Communities is described in detail in **Sections 2.4.1**, **5.2.4.1** and **7.4.6** in the Final EPR.

Please be advised your comments, along with the Study Team's response to them, will be included in the Final EPR which will be published for a 30-day review period starting in August 2017. Once the Final EPR has been prepared a Notice of Completion will be sent to you with further details regarding this review process.

We hope the information provided in this letter is useful to you. If you have any questions or comments, would like to schedule a meeting or require additional information, please contact me at your earliest convenience by phone (416-338-5568) or email (mike.logan@toronto.ca). You may also visit the project website www.scarboroughsubwayextension.ca.

311 toronto at your service

Regards,

Mike Logan
Program Manager
Transportation Planning
City of Toronto

Encl.
Comments from Hiawatha First Nation

cc.
Lori Loucks, Hiawatha First Nation
Karry Sandy-McKenzie, Barrister & Solicitor, Williams Treaty First Nations Coordinator
Yves Dagssie, Special Project Officer, MOECC

Hiawatha First Nation's Traditional Territory: Hiawatha First Nation shares the Mississauga Williams Treaties Clauses 1 and 2 lands, Treaty 20 lands, Treaty 27 & 27 ¼ lands, the Crawford Purchase lands. Michi Saagiig Nation has participated in eighteen treaties from 1781 to 1923. This project is in our Williams Treaties (Clause 2) lands, which was signed in 1923.

I would first like to point out that First Nations peoples have a very unique and compassionate connection with Mother Earth and the blood of Mother Earth (the water) is very sacred to us. Many traditional teachings have been passed down by our Elders to us and many are sacred to us alone. We are taught to take only what we need and offer tobacco to the creator for what we have taken. The women carry the new life in water for the beginning of life and without this we would not be here. Water is required for all living things to survive. We use these teachings daily in our traditional territories for hunting, fishing, gathering and ceremony**.**

All of the above combined create a balance of spiritual, emotional, physical and mental being. They are the cornerstones of our belief system and the formula for maintaining the delicate balance between Shka-ki-mi-kwe (Mother Earth) and all her inhabitants. We have a strong connection to Shka-ki-mi-kwe and only use what is necessary from her. We believe we that all things are connected and are taught that if we look after our Mother she will look after us. With all decisions made we always consider the effects of our choices will make on the next seven generations just as our ancestors have done for us. We often turn to our Elders who hold great knowledge of Shka-ki-mi-kwe that no one else possesses. Their knowledge is held in their hearts and minds to be passed by oral tradition for the next generations.

Our traditional ways are derived from the land. Settlement and eventual development obstructed our people's use of their lands. Settlement and development has altered our use and occupancy of the natural resources as well as access to the land. Our accessibility to lands in our Traditional Territories has been diminished by development. We would like to be reassured that wildlife, habitat, archaeological sites and water tributaries will be adequately protected from contamination for 7 generations without upsetting the balanced eco-system/relationship we have with our Mother Shka-ki-mi-kwe. This project by its very nature has the potential to bring about momentous and long-lasting impacts on the natural environment. Any infringement on Treaty rights must be justified **by the Crown**. These Treaties are no less important than the Constitution in defining Canada.

Miigwech.

From:	scarboroughsubwayextension
To:	"dmowat@scugogfirstnation.com"
Cc:	"Yves.Dagssie@ontario.ca"; "k.a.sandy-mckenzie@rogers.com"; Mike Logan; "klarocca@scugogfirstnation.com"; scarboroughsubwayextension
Subject:	Scarborough Subway Extension – Comments on the Draft Environmental Project
Date:	Wednesday, July 26, 2017 2:17:55 PM
Attachments:	image001.png Mississaugas of Scugog Island First Nation_Combined Final.pdf

Hello Dave Mowat,

Please see attached project team responses to your comments on the Scarborough Subway Extension draft EPR.

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21st Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca

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James Perttula
Director, Transit and Transportation Planning

Jennifer Keesmaat, MES, MCIP, RPP
Chief Planner & Executive Director
City Planning Division

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City Hall
21st Floor, East Tower
Toronto, Ontario M5H 2N2

Tel: (416) 392-4744
Fax: (416) 392-1591
E-mail: jperttu@toronto.ca
www.toronto.ca/planning

July 26, 2017

Dave Mowat
Mississaugas of Scugog Island First Nation
22521 Island Road
Port Perry, ON
L9L 1B6

Dear Sir:

RE: Scarborough Subway Extension – Comments on the Draft Environmental Project Report (EPR)

On behalf of the *Scarborough Subway Extension* (SSE) Study Team, thank you for providing comments on the Draft Environmental Project Report (EPR). Please note we have updated our contact records and will ensure all registered packages are addressed to you.

We would like to take this opportunity to address your comments in advance of the publication of the Final EPR. We agree that encroachment of urbanized land on the Greenbelt and other natural areas should be carefully considered as part of transit planning. The SSE is an important part of managing the growth being experienced within the Toronto region without expanding the urban area.

The assessment and mitigation of impacts to the natural environment is a key component of the Transit Project Assessment Process (TPAP), the Environmental Assessment (EA) process to which the SSE is subject. Potential impacts are assessed and mitigation measures that will be taken to avoid any lasting impact in the areas that you mention are described in detail in the Final EPR (**Chapter 5**). The Report also describes monitoring plans and commitments for future work (**Chapter 6**) to reduce impacts to the environment to the extent possible. Care has, and will continue to be taken in the design and implementation of the SSE.

Please be advised your comments, along with the Study Team's response to them, will be included in the Final EPR which will be published for a 30-day review period starting in August 2017. Once the Final EPR has been prepared a Notice of Completion will be sent to you with further details regarding this review process.

We hope the information provided in this letter is useful to you. If you have any questions or comments, would like to schedule a meeting or require additional information, please contact me at your earliest convenience by phone (416-338-5568) or email (mike.logan@toronto.ca). You may also visit the project website www.scarboroughsubwayextension.ca.

3-1-1
toronto at your service

Regards,

Mike Logan
Program Manager
Transportation Planning
City of Toronto

Encl.
Comments from Mississaugas of Scugog Island First Nation

cc.
Chief Kelly LaRocca, Mississaugas of Scugog Island First Nation
Karry Sandy-McKenzie, Barrister & Solicitor, Williams Treaty First Nations Coordinator
Yves Dagssie, Special Project Officer, MOECC

Nish Bala

From: Dave Mowat <dmowat@scugogfirstnation.com>
Sent: June-19-17 3:50 PM
To: scarboroughsubwayextension; Anne-Marie Croce; Tracy Gauthier
Subject: RE: Scarborough Subway Extension draft EPR comment deadline

Good Afternoon:

The links provided had some form of deadline because they were null and void for me!

And with no registered package that we ever saw I remain somewhat at a loss as to how to say much of anything beyond this.

As the project is running through heavy urbanized lands we remain constantly concerned on environmental impact as the land is continuously altered for increasing settlement and population increase purposes. While it will always be treaty land this may not register with planners and certain agencies; but over the long term we cannot help but be concerned with the push of development and population increase as it snakes its way eastward, as it pushes against the Greenbelt, as it pushes against the environment, as it alters the landscape. A rail network is not a highway system, insofar as the right of way is concerned, however it still alters the land and given that our history in this region has experienced extensive land alteration for generations we must remain diligent.

Moving forward I personally want to assure that any registered packages are addressed to myself at 22521 Island Rd., Port Perry, L9L 1B6. While the Chief still needs to be informed I simply want to assure that as the one ultimately reviewing information for the community that I receive the information directly and in a timely manner.

Thank you,

Dave Mowat
Consultation, Lands and Membership Supervisor
Mississaugas of Scugog Island First Nation

From: scarboroughsubwayextension [mailto:scarboroughsubwayextension@toronto.ca]
Sent: Wednesday, June 7, 2017 2:21 PM
To: Dave Mowat <dmowat@scugogfirstnation.com>; Anne-Marie Croce <AnneMarie.Croce@toronto.ca>; Tracy Gauthier <tgauthier@scugogfirstnation.com>
Cc: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: RE: Scarborough Subway Extension draft EPR comment deadline

Hello Dave,

We are able to extend the deadline for comments on the draft EPR until June 19th. We will check back in with you then to gauge the status of the EPR review.

Please let us know if you wish to have another hard copy of the EPR sent to you via registered mail. Electronic copy of the EPR is attached:

File	Size

0-Combined_2017-04-26_SSE_TPAP_DRAFT EPR.pdf 92,656KB

Download all files (.zip)

Thank you,

Nish Bala
Senior Public Consultation Coordinator
Transit Implementation Unit
City Planning
City Hall, 21st Floor
100 Queen Street West
Toronto, ON M5H 2N2

416-392-6682
nish.bala@toronto.ca

From: Dave Mowat [mailto:dmowat@scugogfirstnation.com]
Sent: June-07-17 8:54 AM
To: Anne-Marie Croce <AnneMarie.Croce@toronto.ca>; Tracy Gauthier <tgauthier@scugogfirstnation.com>
Cc: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: RE: Scarborough Subway Extension draft EPR comment deadline

Hi Anne-Marie:

We are having difficulty locating a registered package containing the Draft EPR for this project. The current Chief is Kelly LaRocca, and former Chief Gauthier is a Councillor for the First Nation.

In this case I am requesting an extension for the complete review of the Scarborough Subway Extension Draft EPR, out to June 26th. I trust that this can be accommodated.

Thank you,

Dave Mowat
Consultaton, Lands and Membership Supervisor
Mississaugas of Scugog Island First Nation

From: Anne-Marie Croce [mailto:AnneMarie.Croce@toronto.ca]
Sent: Friday, June 2, 2017 2:59 PM
To: Tracy Gauthier <tgauthier@scugogfirstnation.com>; Dave Mowat <dmowat@scugogfirstnation.com>
Cc: scarboroughsubwayextension <scarboroughsubwayextension@toronto.ca>
Subject: Scarborough Subway Extension draft EPR comment deadline
Importance: High

Good Afternoon Chief,

I am following up on the voicemail on David Mowat's phone, the deadline to submit comments on the Scarborough Subway Extension Draft Environmental Project Report (EPR) is **June 12, 2017.** If you wish to extend the deadline, please advise.

If you *do* or *do not* have any comments on the Draft EPR, we would appreciate a statement affirming your position via letter or email.

If you have further questions or are interested in meeting to discuss this project, please contact Mike Logan, Program Manager at 416-338-5568 or mike.logan@toronto.ca. You may also visit the project website www.scarboroughsubwayextension.ca.

Have a great day,
Anne-Marie

Anne-Marie Croce
Public Consultation Research Analyst
Public Consultation Unit
City of Toronto
Metro Hall, 19th Floor
55 John Street
Toronto, ON M9W 6T9

416-392-2896
AnneMarie.Croce@toronto.ca
Follow us on Twitter: @GetInvolvedTO

Appendix C-8

Notice of Completion

LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

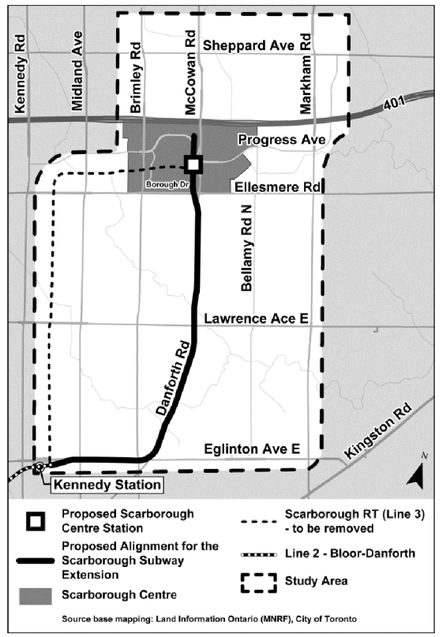
Notice of Completion

Transit Project Assessment Process
Scarborough Subway Extension – Environmental Project Report

The Project

The City of Toronto, together with the Toronto Transit Commission (TTC) have completed an Environmental Project Report (EPR) for the planned extension of the Bloor-Danforth Subway (Line 2), express from Kennedy Station to Scarborough Centre. The proposed Scarborough Subway Extension will replace the existing Scarborough Rapid Transit (Line 3), and is an important component of the Scarborough Transit Network Plan.

The proposed station will be located on the west side of McCowan Road, between Triton Road and Progress Avenue, beneath a future extension of Borough Drive. The Project will include a bus terminal for local and regional routes serving the Centre.



The Process

The Scarborough Subway Extension EPR was completed in accordance with Ontario Regulation 231/08, Transit Projects and Metrolinx Undertakings. Its environmental impact was assessed in accordance with the Transit Project Assessment Process.

The EPR for the Scarborough Subway Extension transit project is now available review starting on August 24, 2017 and ending on September 25, 2017. The EPR is on the project's website at www.scarboroughsubwayextension.ca and at the locations listed below.

The Minister of the Environment and Climate Change has authority to require further consideration of the transit project or to impose conditions on it if the Minister is of the opinion that:

- The transit project may have a negative impact on a matter of provincial importance that relates to the natural environment or has cultural heritage value or interest; or,
- The transit project may have a negative impact on a constitutionally protected Aboriginal or treaty right.

Before exercising the authority referred to above, the Minister is required to consider any written objections to the transit project received within 30 days after the Notice of Completion is first published.

Interested persons are encouraged to review the EPR and provide comments by September 25, 2017. If you have discussed your issues with the proponent and you object to the identified changes to the project, you may submit an objection to this transit project to the Minister of the Environment and Climate Change no later than September 25, 2017 to the address provided below. Any comments received after the September 25, 2017 comment deadline will not be considered. All submissions must clearly indicate that an objection is being submitted and describe any negative impacts to matters of Provincial importance: impacts to the natural environment, cultural environment or Aboriginal rights.

Environmental Approvals Branch
Ministry of the Environment and Climate Change
135 St. Clair Avenue West, 7th Floor
Toronto, ON M4V 1P5
Attention: Yves Dagssie, Special Project Officer
Tel: 416-314-7222
Fax: 416-314-8452
E-mail: Yves.Dagssie@ontario.ca

A copy of your objection should also be copied to the City of Toronto Project Manager:

Mike Logan, Acting Program Manager
Transit Implementation Unit
100 Queen Street West, 21st Floor, East Tower
Tel: 416-338-5568
Fax: 416-392-1591
E-mail: Mike.Logan@toronto.ca

LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

Locations of hard copies for 30-day Review Period

City Hall Library
100 Queen Street West, 1st Floor
Tel: 416-393-7650
Monday to Friday, 10:00 am to 6:00 pm

Scarborough Civic Centre – City Clerks Office
150 Borough Drive, 3rd Floor
Tel: 416-396-7287
Monday to Friday, 8:30 am to 4:30 pm

Ministry of the Environment and Climate Change, Central Region
5775 Yonge Street, 8th Floor
North York, ON M2M 4J1
Tel: 416-326-6700
Monday to Friday, 8:30 am to 5:00 pm

Environmental Approvals Branch
Ministry of the Environment and Climate Change, 135 St. Clair Avenue West, 1st Floor
Toronto, ON M4V 1P5
Tel: 416-314-8001 or 1-800-461-6290
Monday to Friday, 8:30 am to 5:00 pm

Toronto Public Library – Scarborough Civic Centre
156 Borough Dr, Scarborough, ON M1P 4N7
Tel: 416-396-3599
Monday to Thursday, 9:00 am to 8:30 pm, Friday 9:00 am to 5:00 pm, Saturday 9:00 am to 5:00 pm

Toronto Public Library – Kennedy/Eglinton
2380 Eglinton Avenue East, Scarborough, ON M1K 2P3
Tel: 416-396-8924
Tuesday & Thursday 12:30 pm to 8:30 pm, Wednesday & Friday 10:00 am to 6:00 pm, Saturday, 9:00 am to 5:00 pm

Toronto Public Library – Bendale
1515 Danforth Rd, Scarborough, ON M1J 1H5
Tel: 416-396-8910
Tuesday & Thursday 12:30 pm to 8:30 pm, Wednesday & Friday 10:00 am to 6:00 pm, Saturday, 9:00 am to 5:00 pm

Toronto Public Library – Cedarbrae
545 Markham Rd, Scarborough, ON M1H 2A1
Tel: 416-396-8850
Monday to Friday, 9:00 am to 8:30 pm, Saturday 9:00 am to 5:00 pm, Sunday 1:30 pm to 5:00 pm

If you would like to obtain more information, please contact:

Nish Bala
Senior Public Consultation Co-ordinator
City of Toronto
100 Queen Street West
Toronto, ON M5H 2N2
Tel: 416-338-3095
Email: scarboroughsubwayextension@toronto.ca

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