Appendix C-4

TPAP Public Consultation Report

Scarborough Subway Extension

TPAP Public Consultation Report

SCARBOROUGH SUBWAY EXTENSION

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Appendices

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.

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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

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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).

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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.

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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).

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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.

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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

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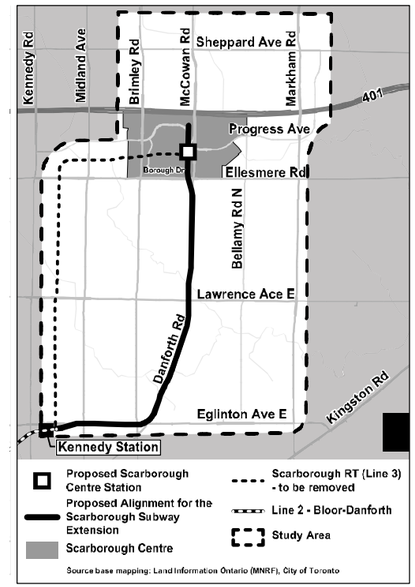
NOTICE OF COMMENCEMENT

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
Executive Director

City Hall
100 Queen Street West
21st Floor, East Tower
Toronto, Ontario M5H 2N2

Tel: 416-392-4744
Fax: 416-392-1591
James.Perttula@toronto.ca
toronto.ca/planning

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.

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

Further information
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.

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

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

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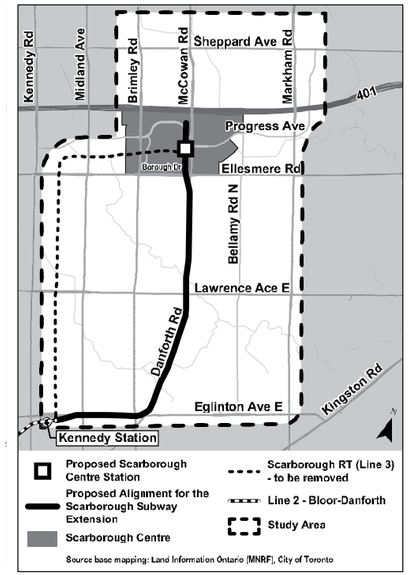
The preferred station will be located on the west side of McCowan Road, between Triton Road and Progress Avenue, beneath a future extension of Borough Drive. The Project will include a bus terminal to serve local and regional routes serving the Centre.



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.

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This notice was first issued on April 27, 2017

4 | Scarborough Mirror | Thursday, May 4, 2017

LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

NOTICE OF COMMENCEMENT

Transit Project Assessment Process and Public Meeting

TORONTO TTC

The Project

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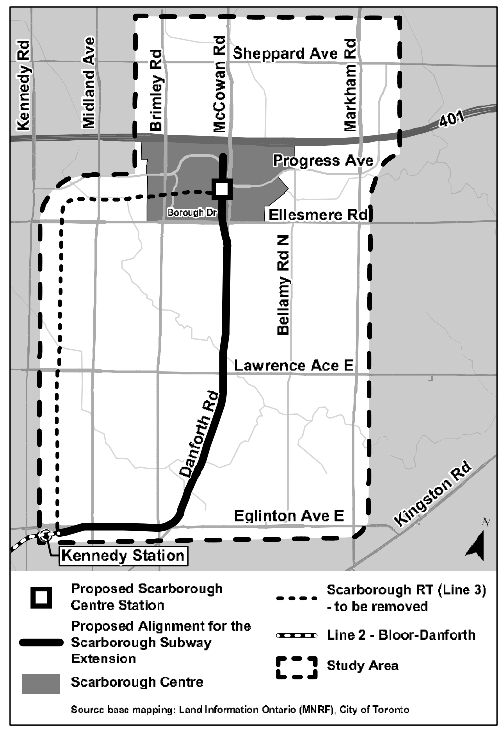

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This notice was first issued on April 27, 2017

கிளிநொச்சியில் சிறுமிகள் மூவர் பாலியல் துஸ்பிரயோகம்!

கிளிநொச்சி - பளை பகுதியில் உள்ள தனது வீட்டில வைத்து சிறுமிகள் மூவரை துஸ்பிரயோகம் செய்த குற்றச்சாட்டில் கைது செய்யப்பட்ட சந்தேகநபருக்கு விளக்கமறியல் நீடிக்கப்பட்டுள்ளது.

இவரை தொடர்ந்தும் சிறையில வைத்து குற்றபுலனாய்வும் பிரிவினர் விசாரிப்பதற்கு நீதிமன்று அனுமதி வழங்கியதுடன், எதிர்வரும் ஐந்தாம் திகதி வரை விளக்கமறியல் நீடிக்கப்பட்டுள்ளது.

பளைப்பகுதியில் உள்ள தனது வீட்டில் வைத்து இந்த மாதம் 8ஆம் திகதி சிறுமிகள் மூவரை பாலியல் துஸ்பிரயோகம் செய்த குற்றச் சாட்டில் சந்தேகநபர் ஒருவர் கைது செய்யப்பட்டிருந்தார்.

LINE 2 SUBWAY SCARBOROUGH

ஸ்கார்பறோ துணைவழி விரிவாக்கம்

தொடக்கம் பற்றிய அறிவித்தல்

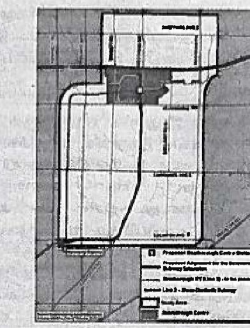
போக்குவரத்துச் செயற்றிட்டக் கணிப்பீட்டுச் செயலாக்கமும்
பொதுக் கூட்டமும்
ஸ்கார்பறோ துணைவழி விரிவாக்கம்

TORONTO TTC

செயற்றிட்டம்

ரொறன்ரோ நகரசபை ரொறன்ரோ போக்குவரத்து ஆணைக்குழுவுடன் (TTC) சேர்ந்து கென்னடி நிலைய விரைவிலிருந்து ஸ்கார்பறோ நிலையம் வரை புளோர்-டான்போர்த் துணைவழிக்கு (2 ஆம் வழி) ஒரு விரிவாக்கத்தைத் திட்டமிடுகிறது. முன்மொழியப்படும் ஸ்கார்பறோ துணைவழி விரிவாக்கம் ஏற்கனவே இருக்கும் ஸ்கார்பறோ RT (3 ஆம் வழி) இற்கு மாற்றீடாகி, அங்கீகரிக்கப்பட்ட ஸ்கார்பறோ போக்குவரத்து வலையமைப்புத் திட்டத்தின் ஒரு முக்கிய கூறாகும்.

விரும்பப்படும் நிலையம் மெக்கோவன் வீதியின் மேற்குப் பகுதியில், திரைட்டன் வீதிக்கும் புறோகிறஸ் ஒழுங்கைக்கும் இடையில், பறோ டிரைவின் ஒரு எதிர்கால விரிவாக்கத்தின் கீழ்ப் புறத்தில் அமைக்கப்படும். செயற்றிட்டம் நிலையத்துக்குச் சேவையாற்றும் உள்ளூர், பிராந்தியப் பயண வழிகளுக்குச் சேவையாற்றுவதற்கான ஒரு பேருந்துத் தரிப்பிடத்தை உள்ளடக்கும்.



ஆலோசனை

பொதுமக்கள், முகவரகங்கள், ஏனைய ஆர்வமுள்ள ஆட்கள் ஆகியோர், ஆலோசனை வாய்ப்புக்களுக்குச் சமுகமளிப்பதன் மூலம் அல்லது தகவல்கள், கருத்துரைகள் அல்லது கேள்விகள் மூலம் நேரடியாக பணிக்குழுவைத் தொடர்பு கொள்வதன் மூலம் போக்குவரத்துச் செயற்றிட்டக் கணிப்பீட்டுச் செயலாக்கத்தில் (TPAP) ஊக்கமாகக் கலந்து கொள்ளுமாறு தூண்டப்படுகின்றனர்.

ஸ்கார்பறோ துணைவழி விரிவாக்கச் செயற்றிட்டக் கணிப்பீட்டைப் பற்றி மேலும் அறிந்து கொள்ள ஒரு பொதுக் கூட்டத்துக்குச் சமுகமளிக்குமாறு நாம் உங்களை அழைக்கிறோம்.

திகதி: 2017 மே 10
நேரம்: [illegible]
இருப்பிடம்: ஸ்கார்பறோ குடியியல் நிலையம் (சமர்ப்பிப்பு மாலை 7:00 இற்கு) 150 பறோ டிரைவ், ரொறன்ரோ, ON, M1P 4N7

செயலாக்கம்

இப்போக்குவரத்துச் செயற்றிட்டத்தின் சூழல் தாக்கம் ஒன்ராறியோ ஒழுங்குறுத்தல் 231/08, போக்குவரத்துச் செயற்றிட்டங்களும் மெற்றோலிங்க்ஸ் மேற்கொள்ளல்களும் என்பதில் பரிந்துரைக்கப்பட்டுள்ளவாறு TPAP இன்படி கணிப்பிடப்படுகிறது. TPAP இன் ஒரு பகுதியென்ற வகையில், ஒரு சூழல் செயற்றிட்ட அறிக்கை (EPR) தயாரிக்கப்படுகிறது. அது உள்ளடங்கும் திட்டமிடற் செயலாக்கத்தையும் தற்போதையதும் எதிர்காலத்தினதுமான சூழல் நிலைமைகள், விருப்புக்குரிய சீரமைவு, நிலைய அமைவிடமும் பேருந்துத் தரிப்பிடமும், கட்டுமான முறைகள், தாக்க, மட்டுப்படுத்தும், கண்காணிக்கும் நடவடிக்கைகள் என்பன உட்பட ஸ்கார்பறோ துணைவழி விரிவாக்க விபரங்களையும் ஆவணப்படுத்துகிறது.

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

கூட்டங்கள் தடங்கலற்றவை. உங்களுக்கு ஏனைய அணுகல் இடவசதிகள் தேவைப்படின் எம்மைத் தொடர்பு கொள்ளுங்கள்.

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

இவ்வறிவித்தல் 2017 ஏப்பிரல் 27 அன்று முதலில் வெளியிடப்பட்டது

காணாமல் ஆக்கப்பட்ட 115 பேரின் விபரங்கள் உறவினர்களால் சமர்ப்பிப்பு!

படையினர் கட்டுப்பாட்டிலுள்ள காணிகள் விடுவிக்கப்படகூடாது! கிளிநொச்சியில் போராட்டம்

மயக்க மருந்து விசிறி வன்புணர முயற்சி

LINE 2 SUBWAY
SCARBOROUGH

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。

最佳網站將位於McCowan Road西側、Triton Road及Progress Avenue之間、未來Borough Drive延長段的下方。專案將包括一個巴士總站，供服務於士嘉堡中心當地及地區各線路公交巴士停靠。

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

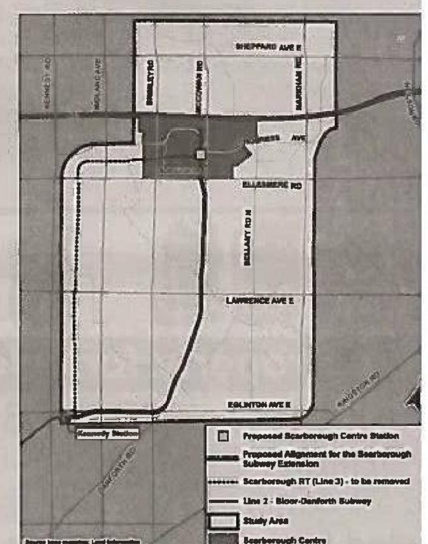
程式

我們依照安大略省條例231/08（交通項目及Metrolinx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 Balu
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，環境和氣候變化廳會將收集、保……披露所提交意見中的所有個人資訊，如姓名、地址、電話號碼……業位置。這些資訊是依照《環境評估法》的授權來收集，或是……《資訊自由與隱私保護法》第37條之規定，建立公眾能查閱到……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……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……密。有關詳情，請聯絡項目官員或環境和氣候變化廳的資訊自……隱私協調員，電話為416-327-1434。

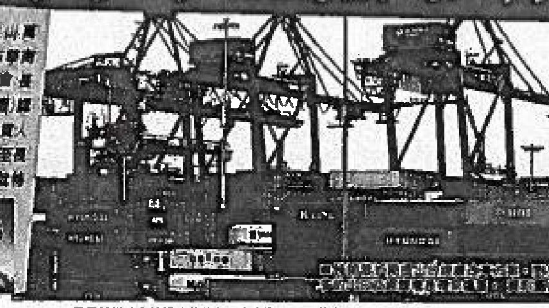
本通知於2017年4月27日首次發佈

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

安省預算案



預算案6160萬經費 陳國治指較去年增1倍

去年經濟增長超預期

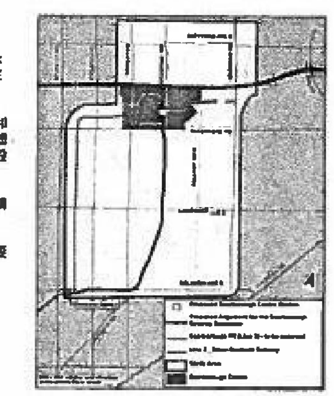
會計師：美經濟改革方案傷害安省出口業

或能與中國加快談判

LINE 2 SUBWAY
SCARBOROUGH

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）



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

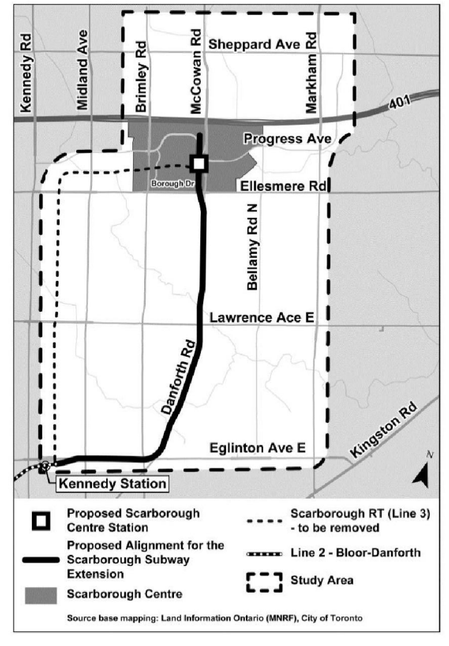
Notice of Completion

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

This notice was first issued on August 24, 2017

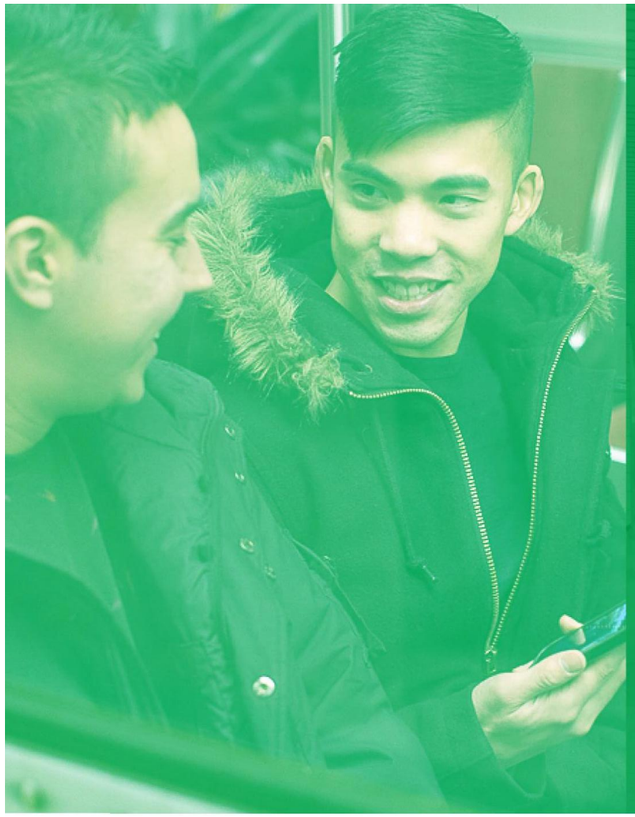
TORONTO

Appendix B

Public Meeting Materials

- Presentation
- Display Boards
- Comment Forms

Presentation



Scarborough Subway Extension

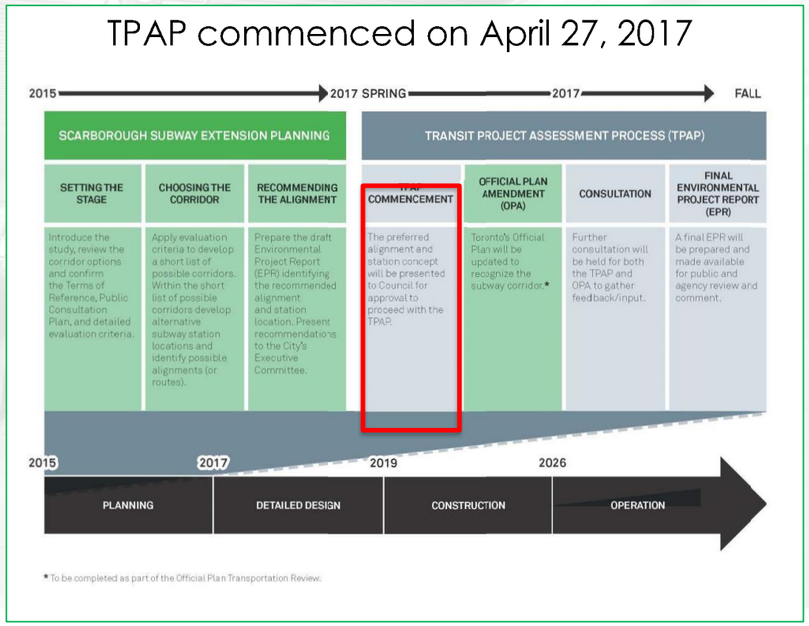
TPAP Public Meeting
May 10, 2017

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

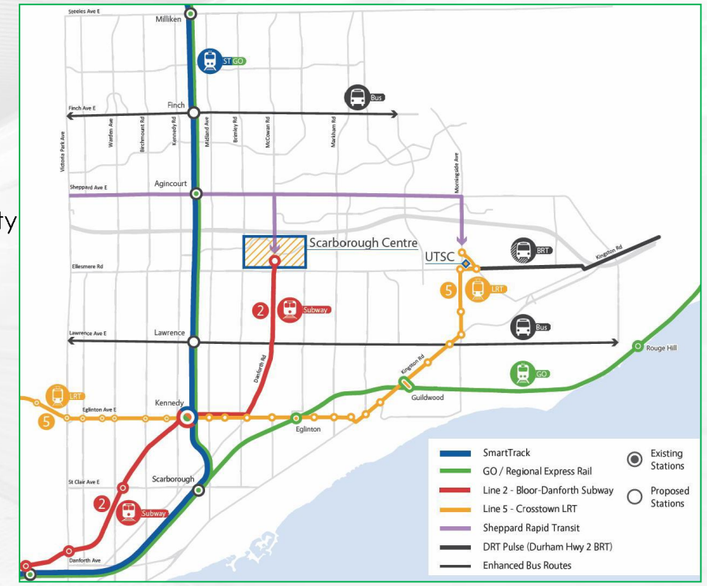
Transit planning priorities for Scarborough support the development of:

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

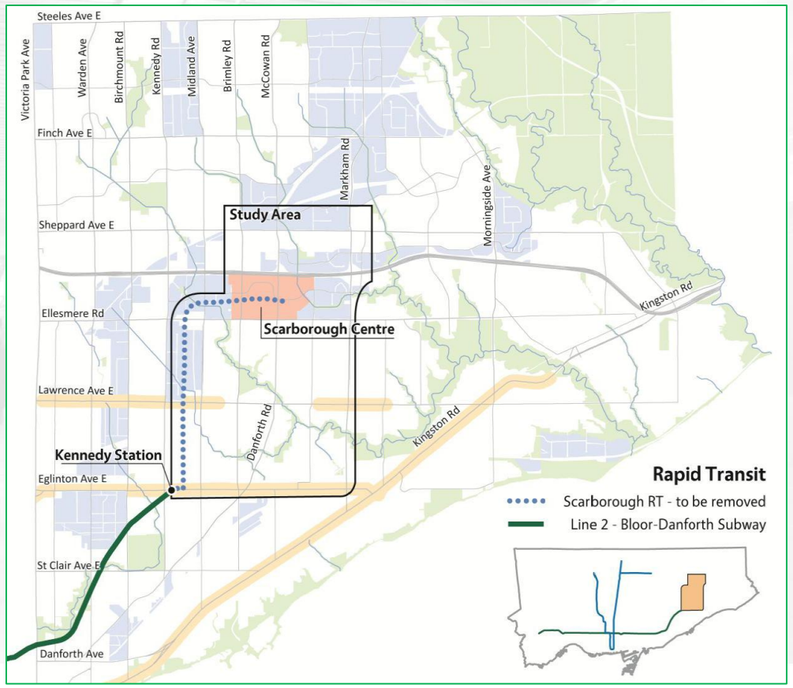
The SSE is one part of the transit network plan in Scarborough.

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



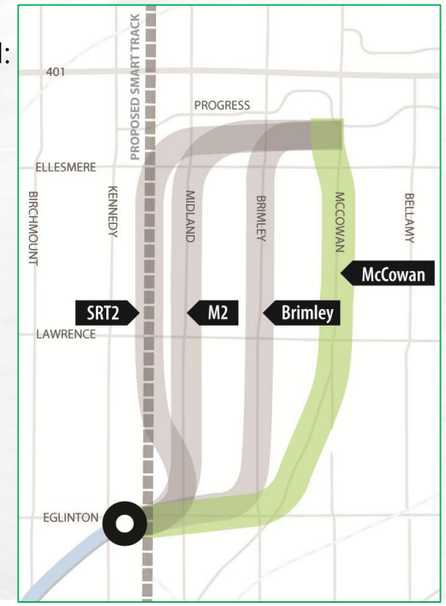
Evaluation of Express Corridors

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

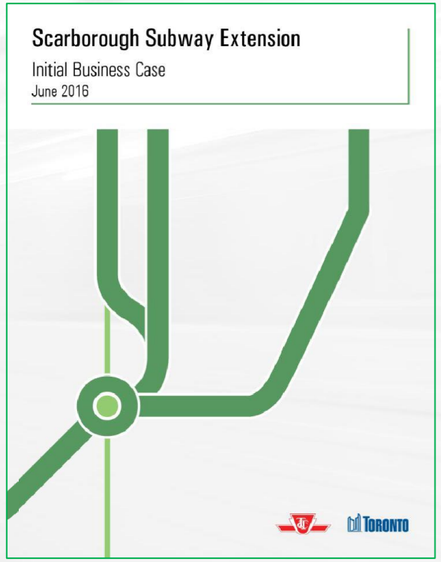
The corridors evaluated (as per City Council's direction in January 2016) included:

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

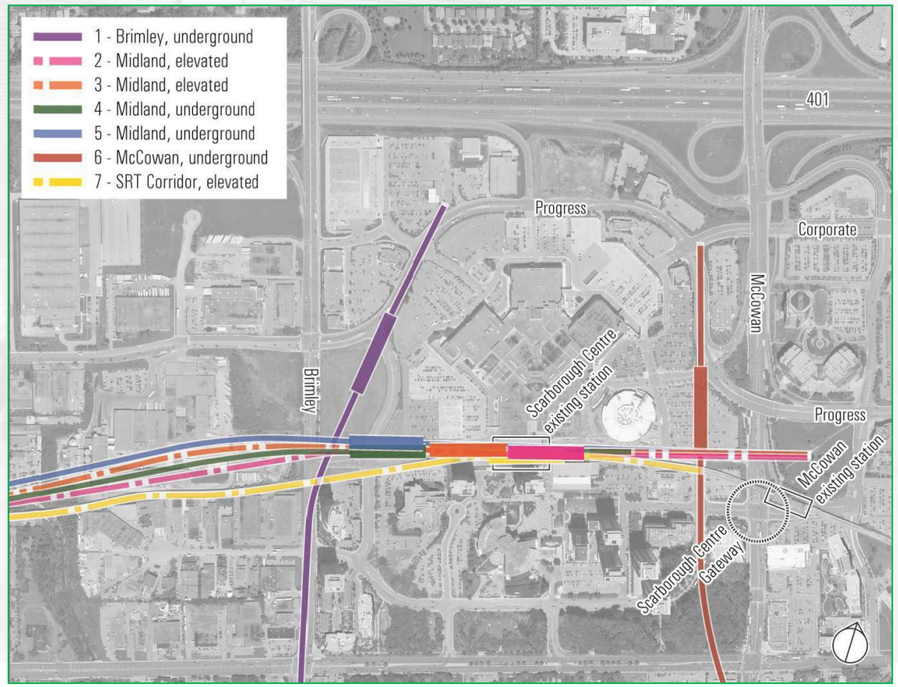


Initial Business Case (IBC)

- 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

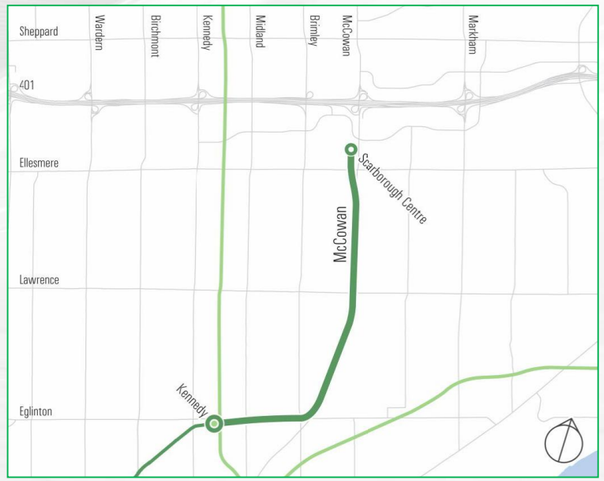


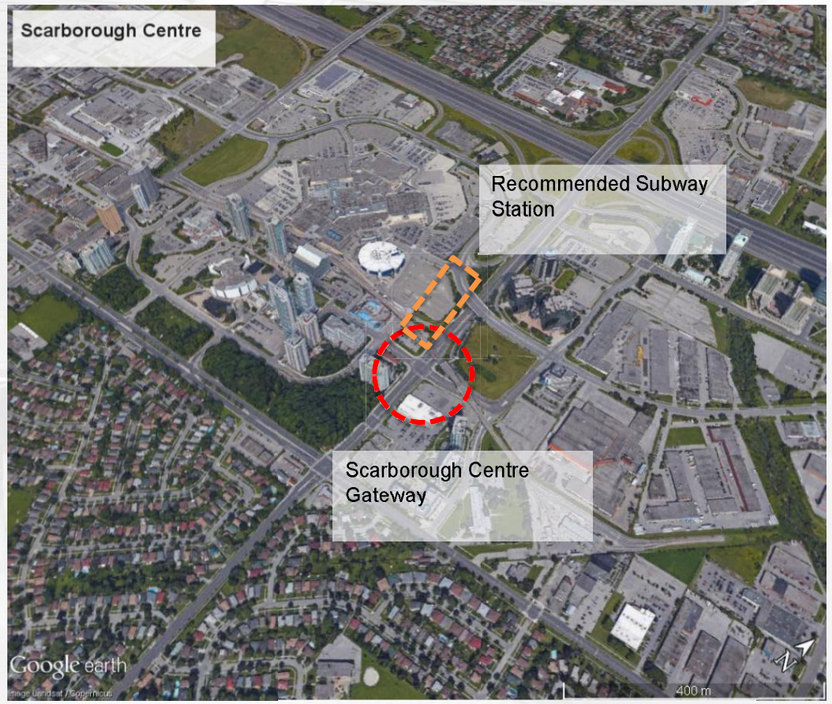
Express Alignments Evaluated



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:

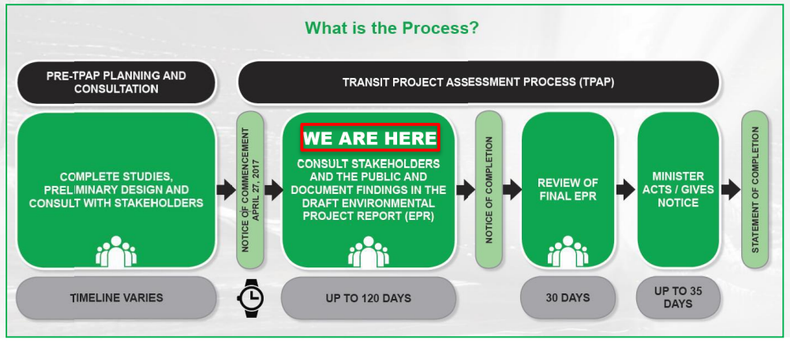
- Station would be in the most central location relative to existing and future developments
- Offers travel times as fast as any alternative
- Allows SRT to remain operational during construction

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:

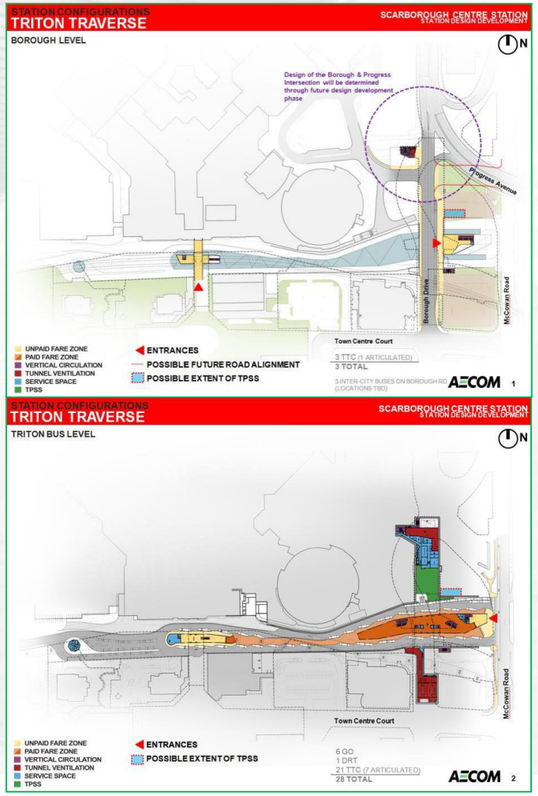
- Minimizes property impacts
- Does not preclude future roadways
- Protects key development blocks

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

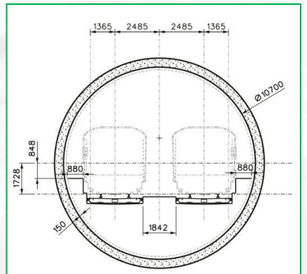
Tunnel Ventilation Structures

- 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

SCARBOROUGH SUBWAY EXTENSION

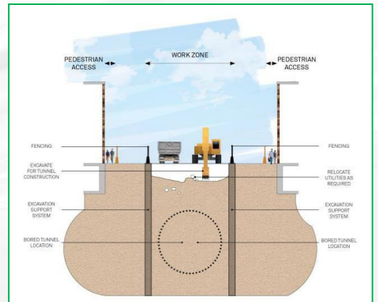
Construction Methods

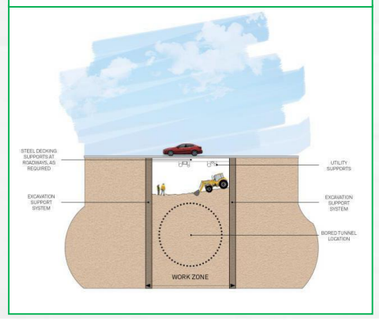
Cut-and-Cover

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.





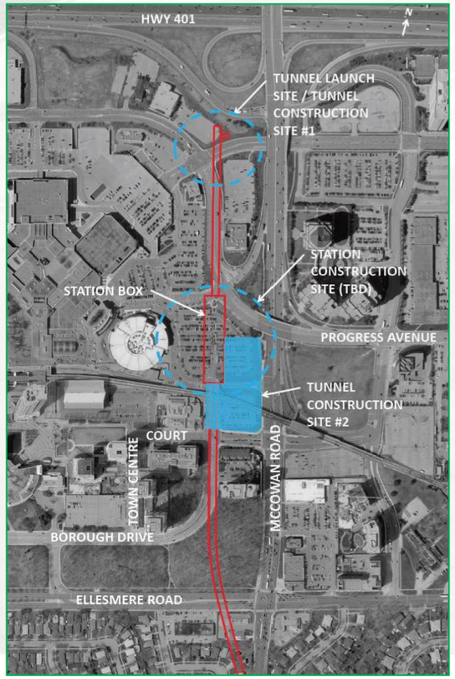
Preliminary Construction Plan

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)

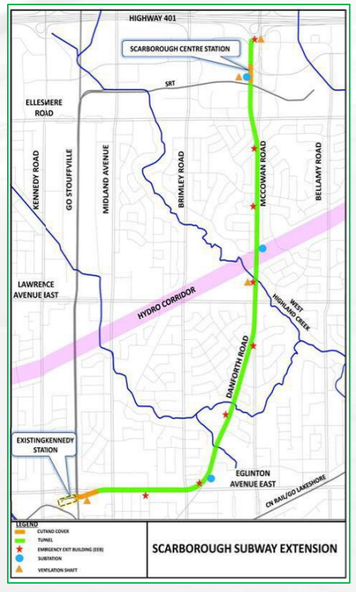
Transportation – Construction

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

Welcome to Our Public Meeting

Scarborough Subway Extension

LINE 2 SUBWAY
SCARBOROUGH

Please Sign In

TORONTO

LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

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.

TORONTO

LINE 2 SUBWAY SCARBOROUGH

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.

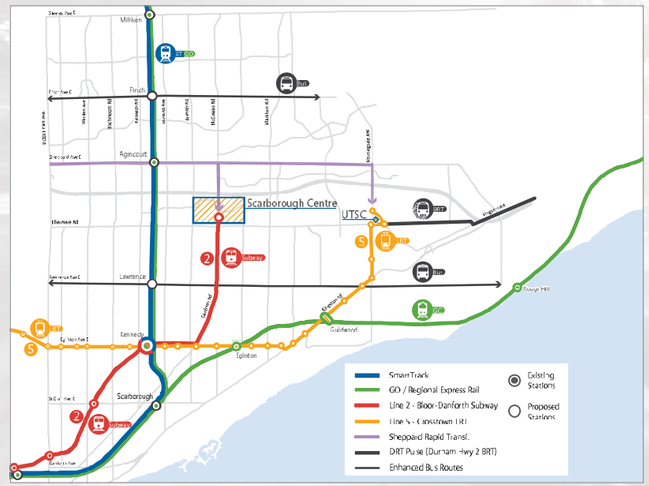
The SSE is one part of the transit network plan in Scarborough to address these priorities. Other projects include:

» 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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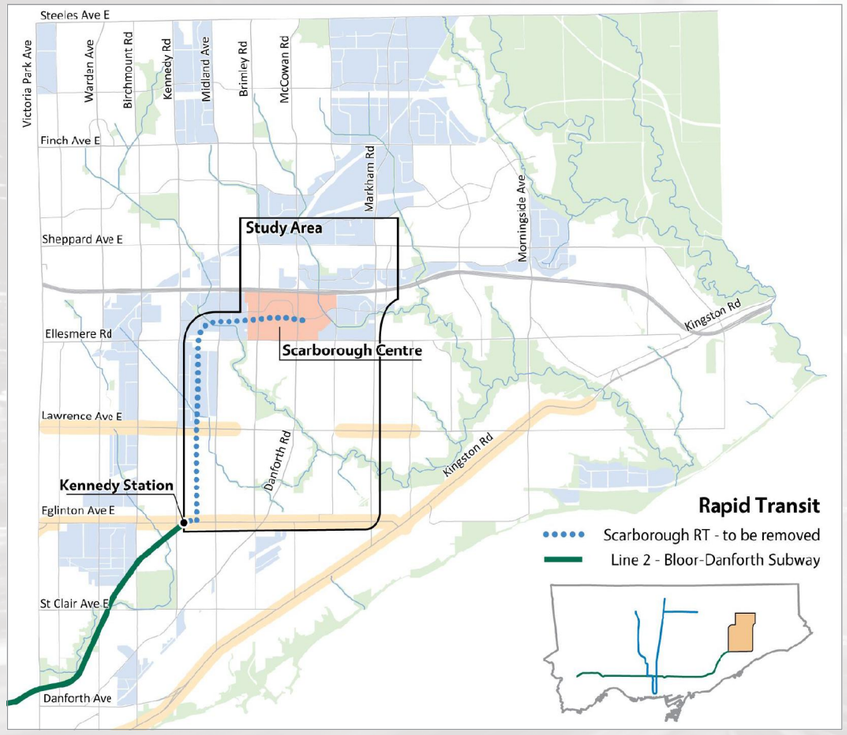
LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

What is the Study Area?



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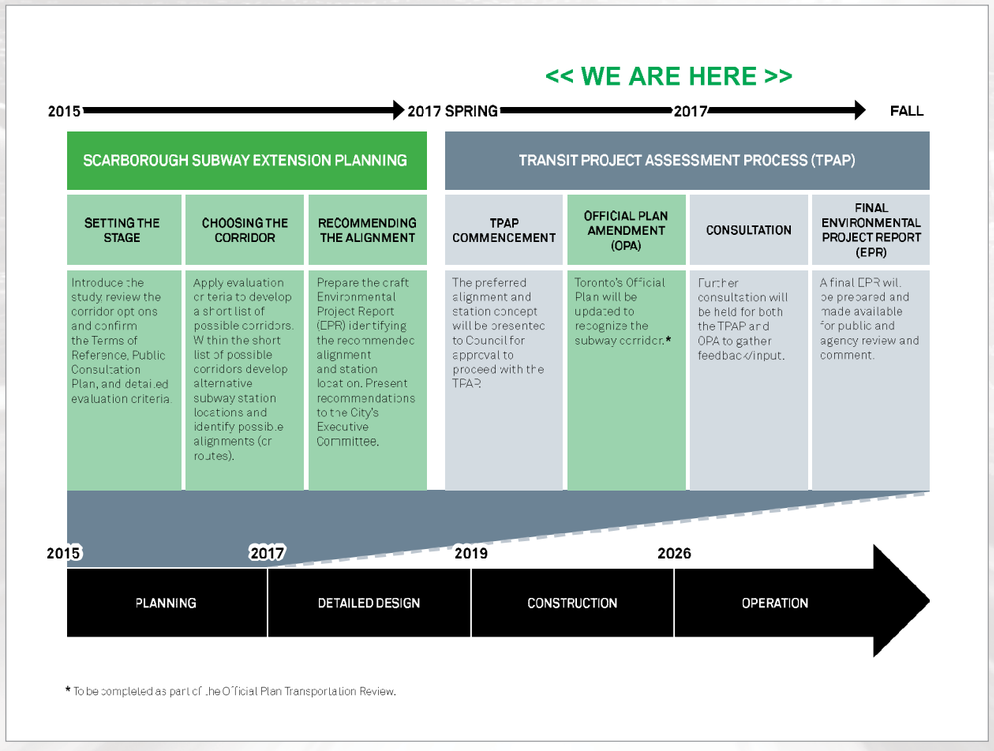
LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

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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LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

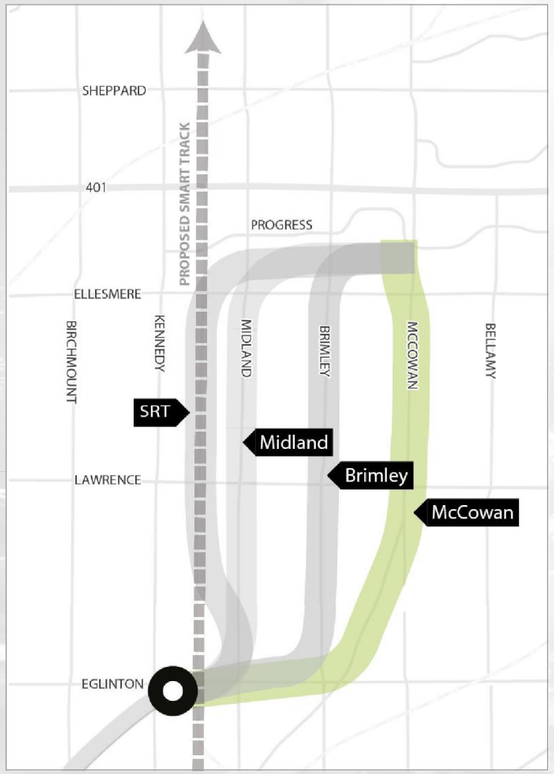
Preliminary Planning for the SSE

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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LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

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.

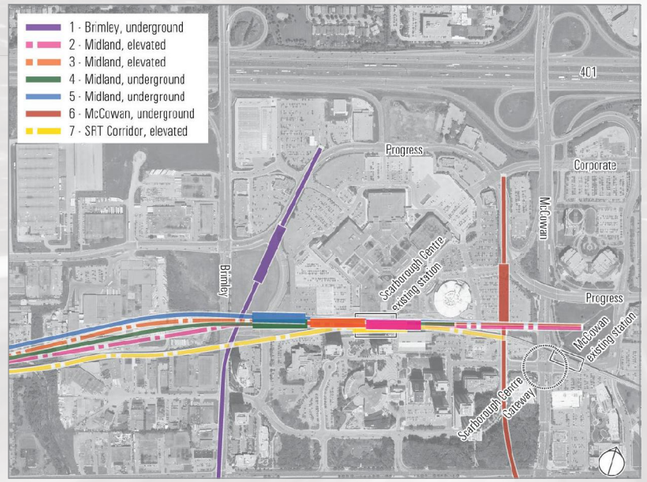
Each alignment was evaluated in consideration of the following cases:

- 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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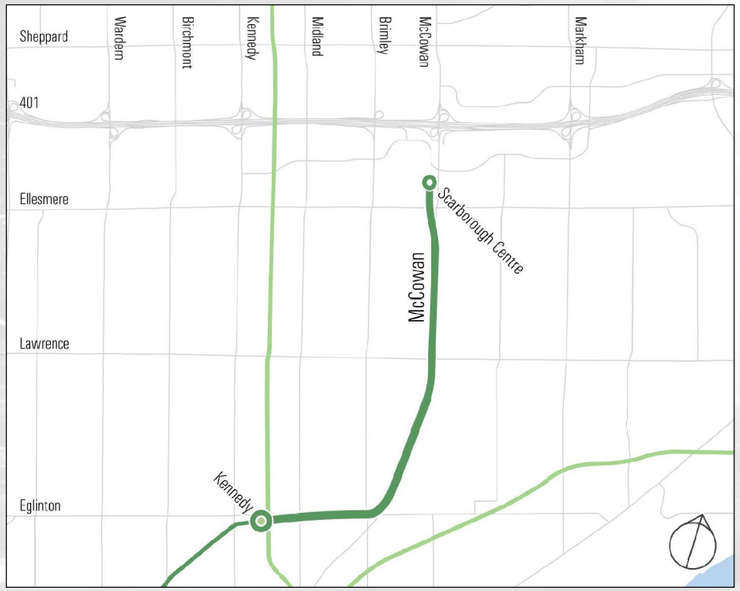
LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

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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LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

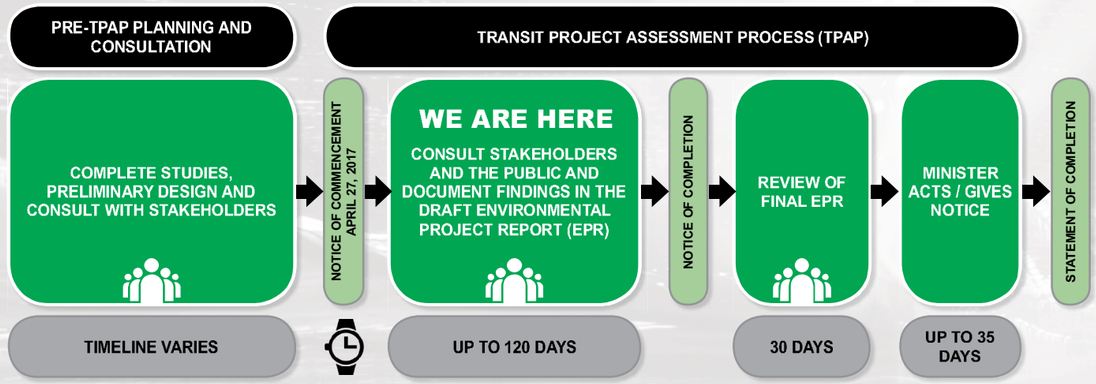
Transit Project Assessment Process

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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LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

Project Description

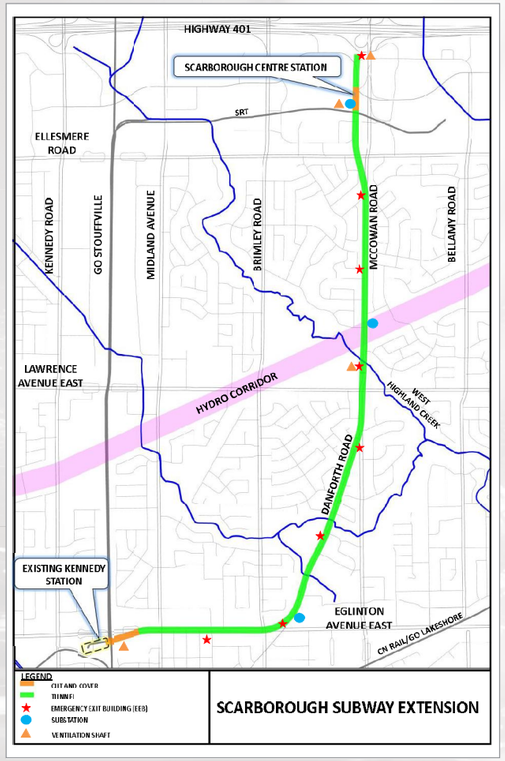
Overview

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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LINE 2 SUBWAY SCARBOROUGH

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

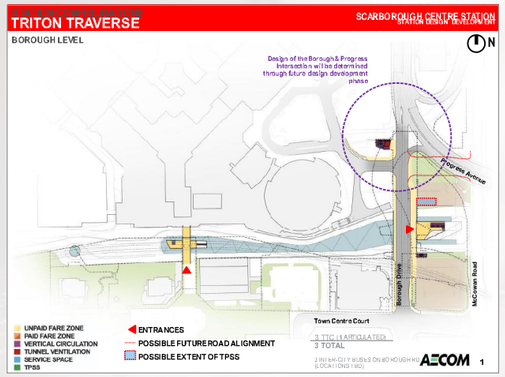
SCARBOROUGH SUBWAY EXTENSION

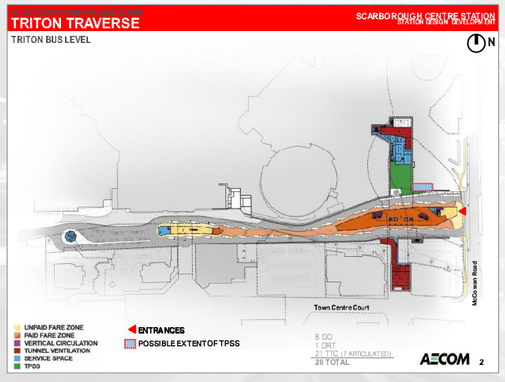
Project Description

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 Centre Town Centre





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LINE 2 SUBWAY SCARBOROUGH

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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LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

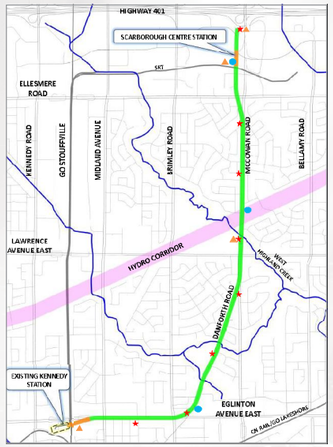
Project Description

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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LINE 2 SUBWAY SCARBOROUGH

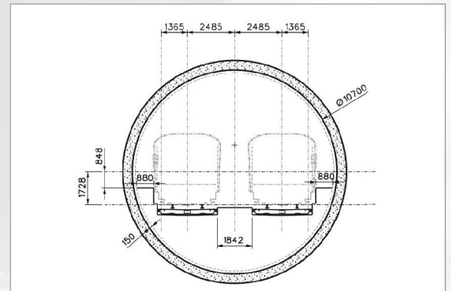
SCARBOROUGH SUBWAY EXTENSION

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.

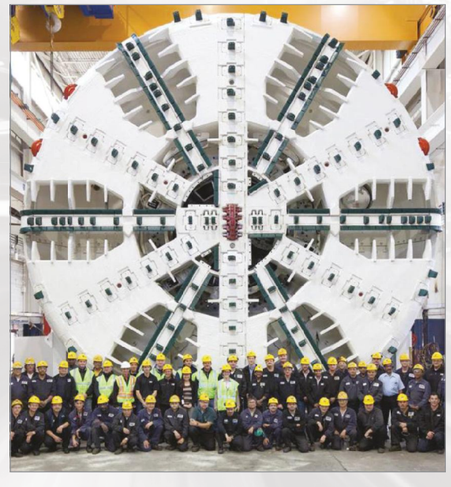
Other recent TTC subway Projects (such as the Toronto-York Spadina Subway Extension and the Sheppard Subway) were constructed using twin TBMs (about 6 metre diameter tunnels). Eglinton Crosstown LRT (Metrolinx Project – currently under construction) also uses twin TBMs (6.5 metre diameter).



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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LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

Construction Methods

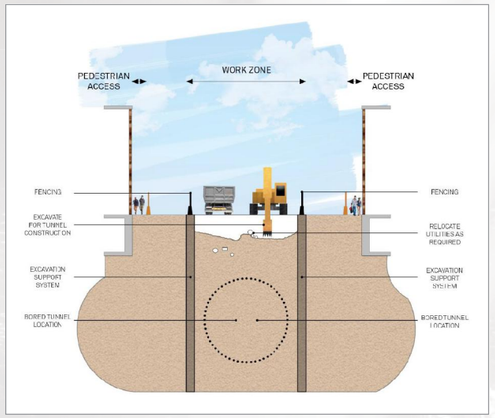
Cut-and-Cover

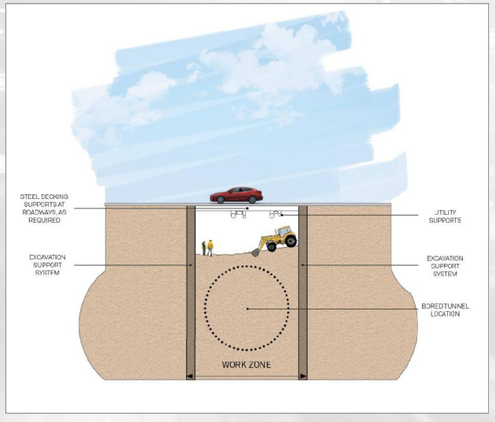
There are locations where cut-and-cover construction will be used. Cut-and-cover is a simple method of construction where a trench is excavated and the subway infrastructure is built within the trench.

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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LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

Preliminary Construction Plan

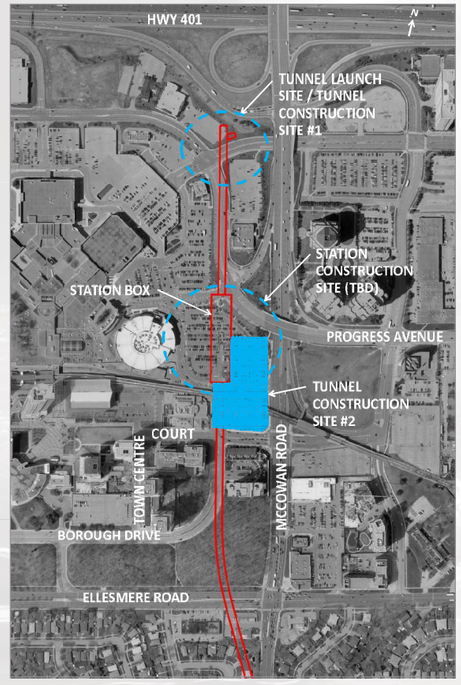
Tunnelling

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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LINE 2 SUBWAY SCARBOROUGH

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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LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

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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LINE 2 SUBWAY SCARBOROUGH

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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LINE 2 SUBWAY SCARBOROUGH

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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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.

LINE 2 SUBWAY SCARBOROUGH

SCARBOROUGH SUBWAY EXTENSION

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.

LINE 2 SUBWAY SCARBOROUGH

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.

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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 Baeremaeker**
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.

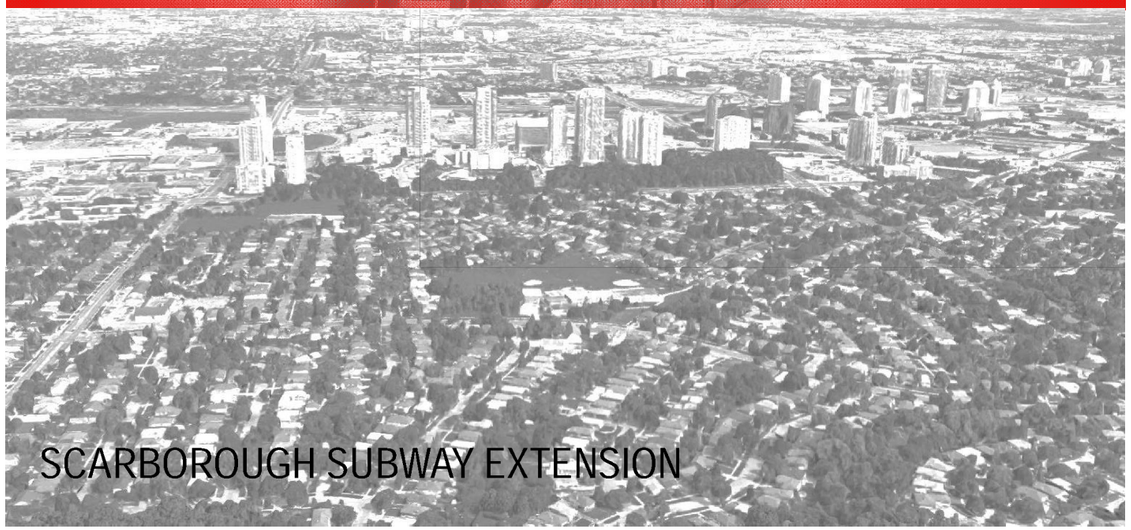
Cheers,

Glenn De Baeremaeker
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_debaeremaeker@toronto.ca

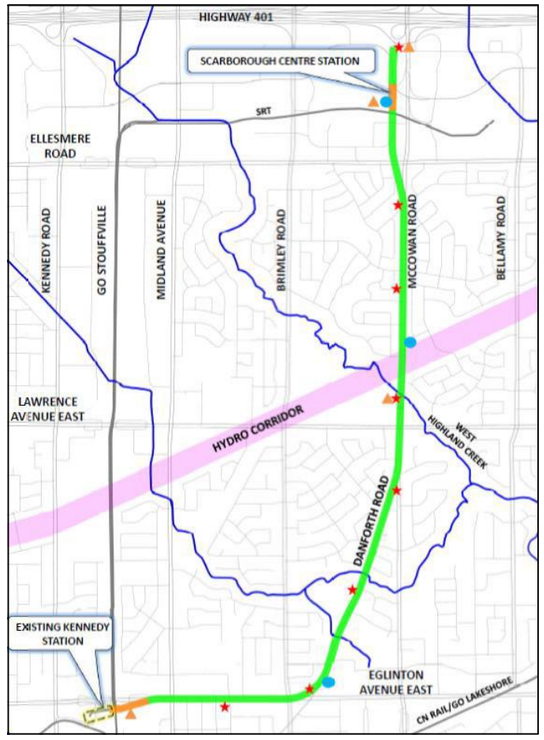
SP No: 03082-27-39

Presentation



Community Meeting
July 25, 2017

SP No: 03082-27-40



SCARBOROUGH SUBWAY EXTENSION

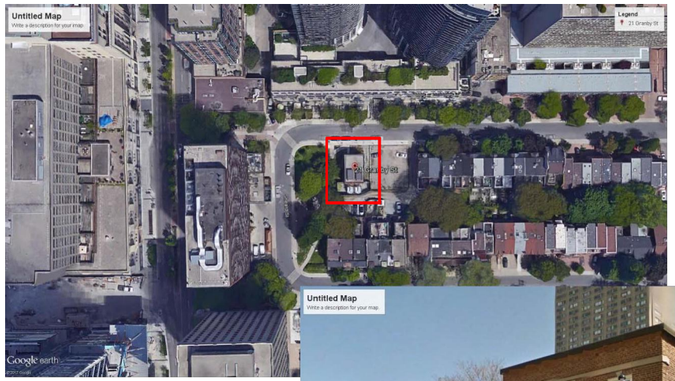
Legend

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

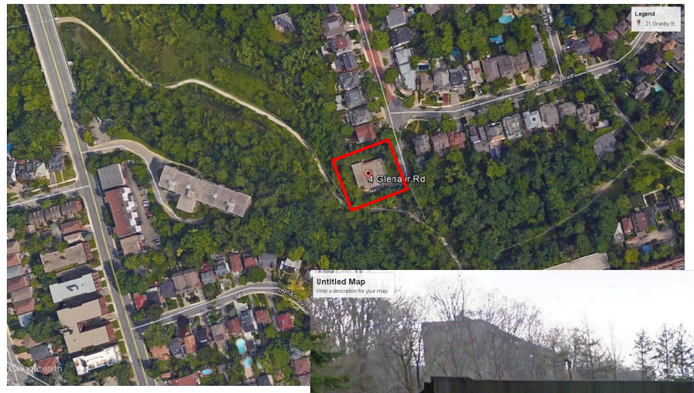
TRACTION POWER SUBSTATIONS

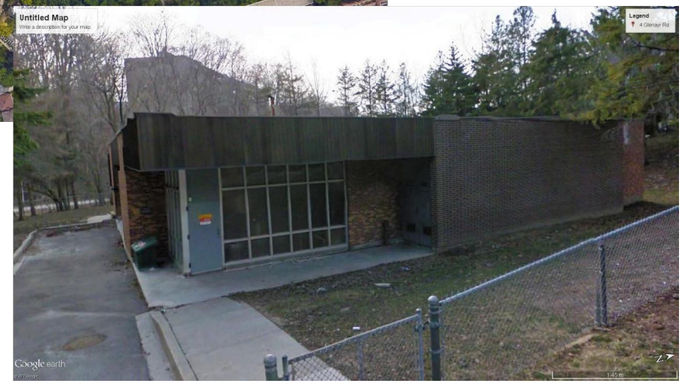
- Provide electrical power to TTC subways
- Substation transforms AC from Toronto Hydro into DC to power the subway trains
- Substations are quiet, very safe and used for subways and streetcars
- Do not emit radiation, electricity or any harmful pollutants

21 GRANBY STREET



4 GLENAYR ROAD

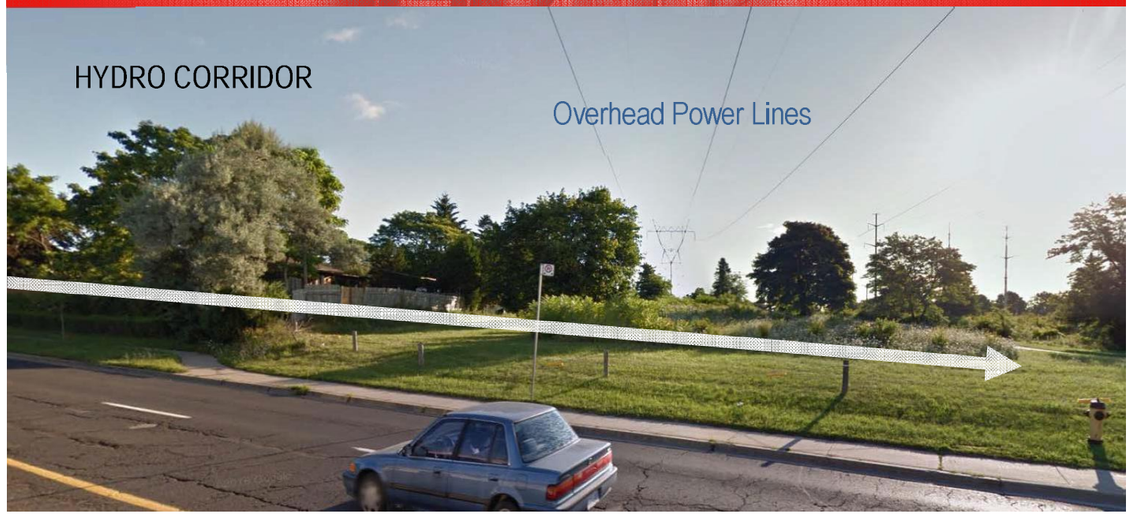




587 LANSDOWNE AVENUE

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

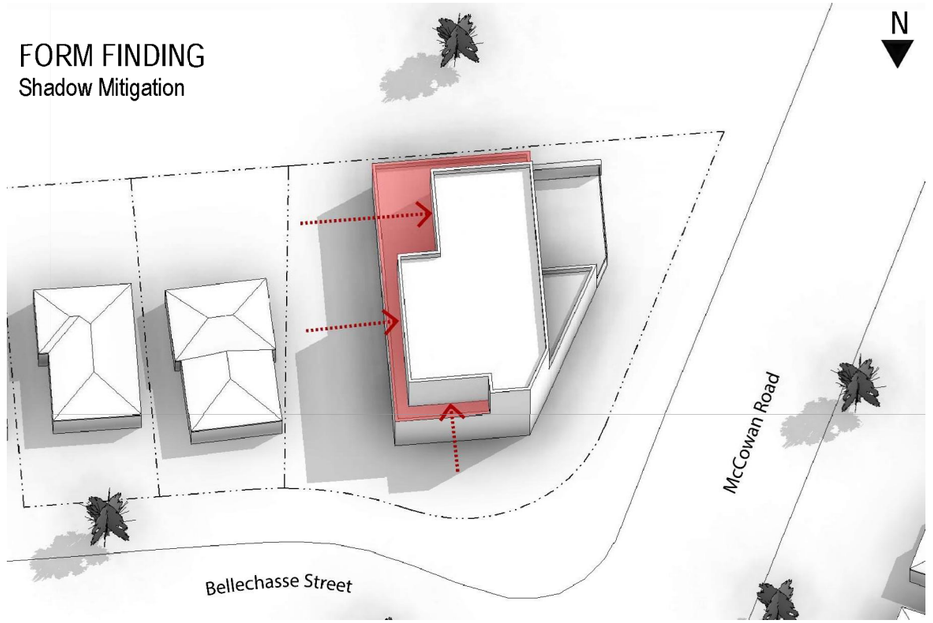
Vision | Scarborough Bluffs

- 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

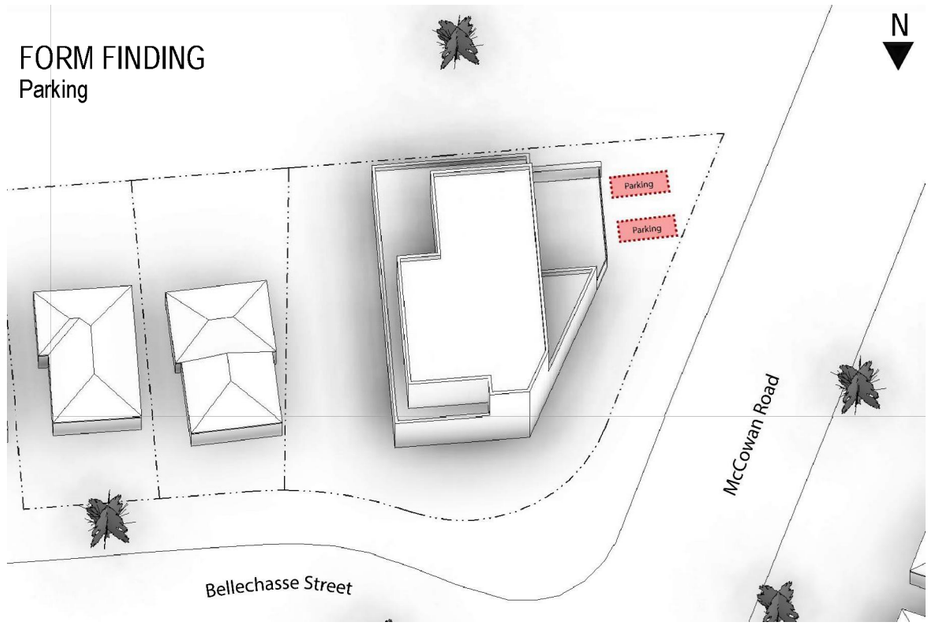
To celebrate the Scarborough Bluffs – an iconic & geological landmark and a prized community amenity - through form, design elements, and material, while responding to site context, human scale, and urban placemaking.

FORM FINDING
Shadow Mitigation



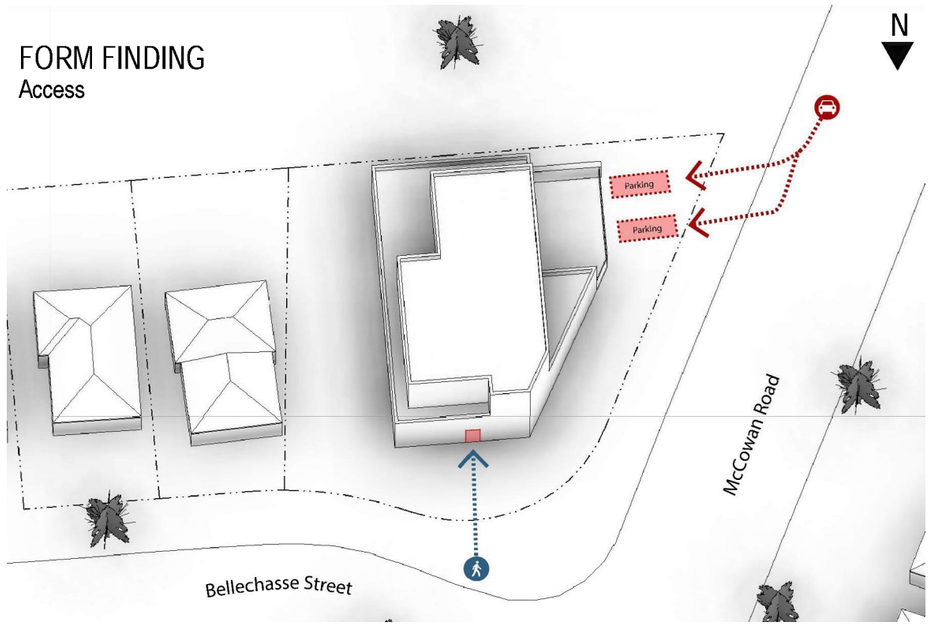
Massing is stepped back from neighbouring properties towards McCowan Road to reduce shadows

FORM FINDING
Parking



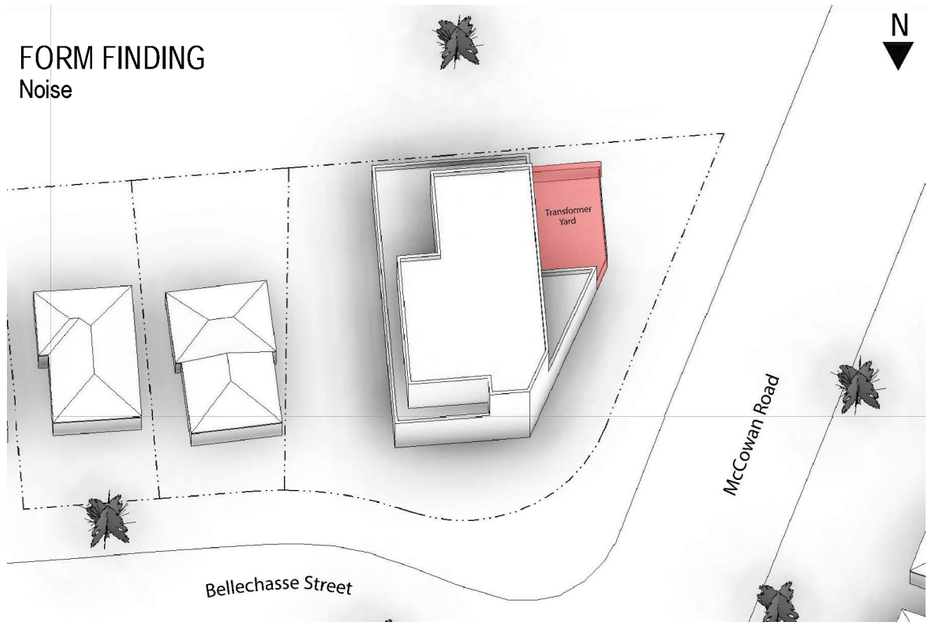
Parking is oriented towards McCowan Road and away from the residential street.

FORM FINDING
Access



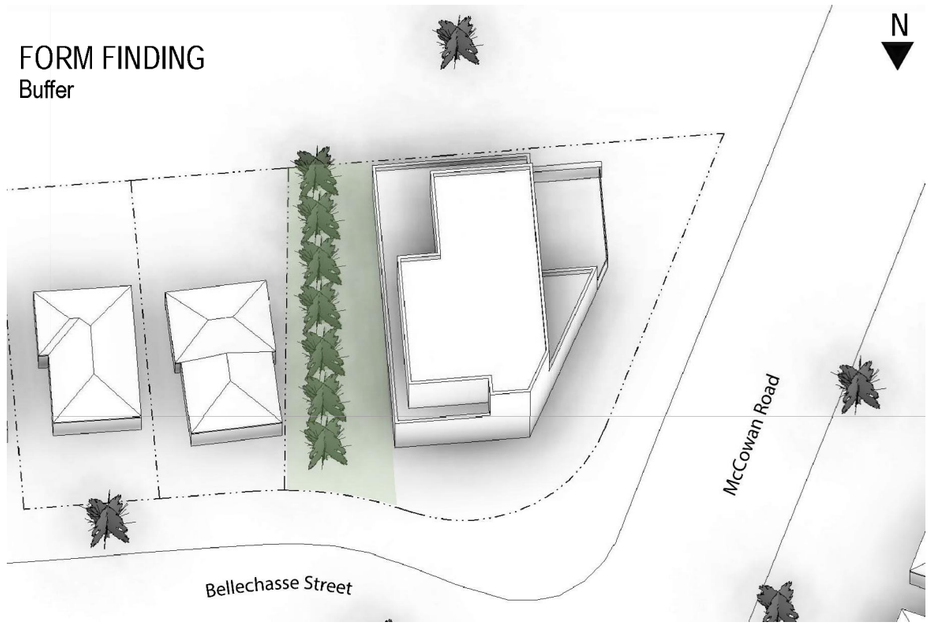
Vehicular access is from McCowan Road while pedestrian access is from Bellechasse.

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

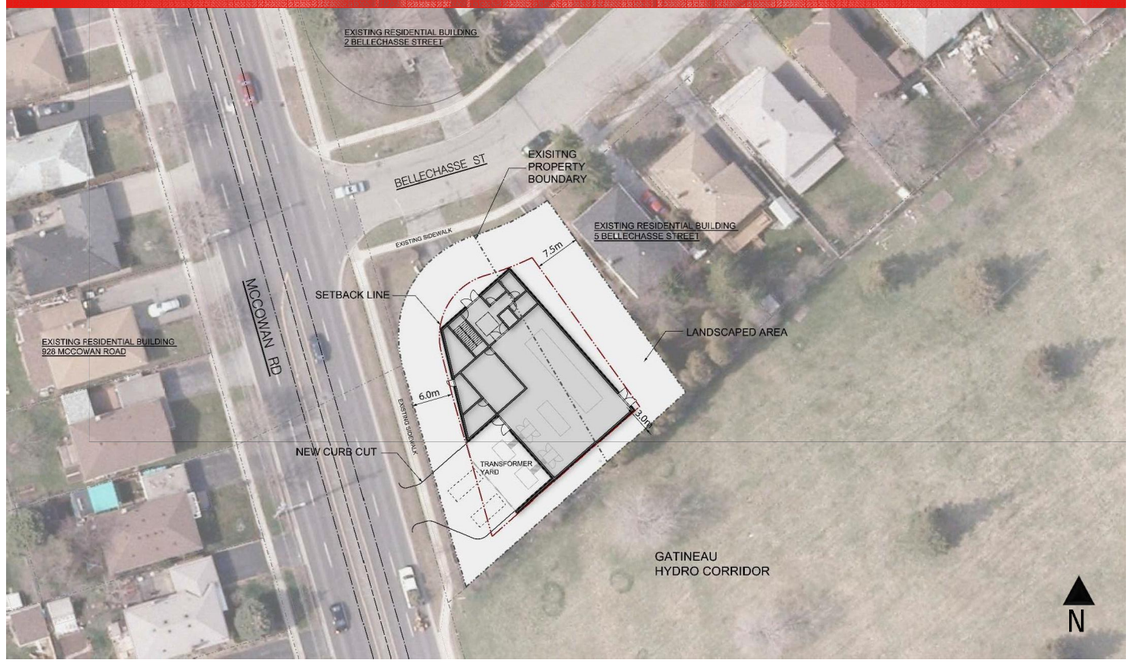
SCARBOROUGH SUBWAY EXTENSION

URBAN DESIGN APPROACH

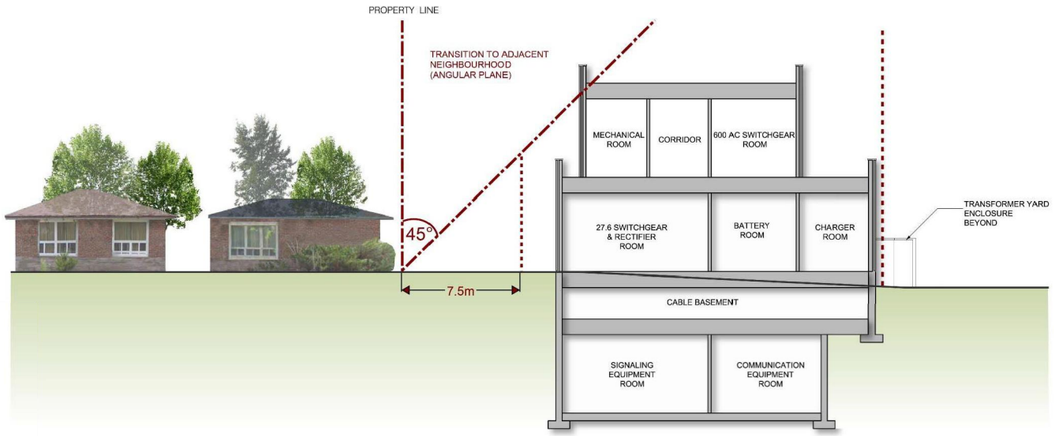
Enhanced streetscape of McCowan

URBAN DESIGN APPROACH

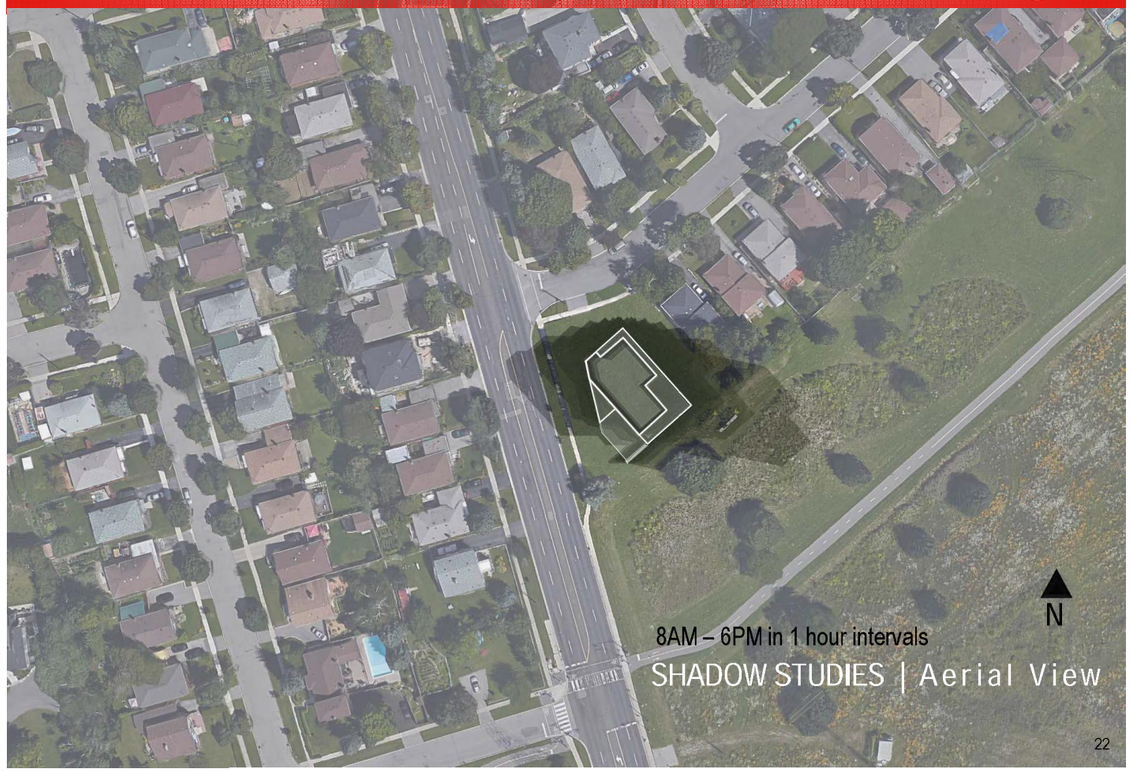
Proposed landscape buffer with privacy fence to the immediate residential



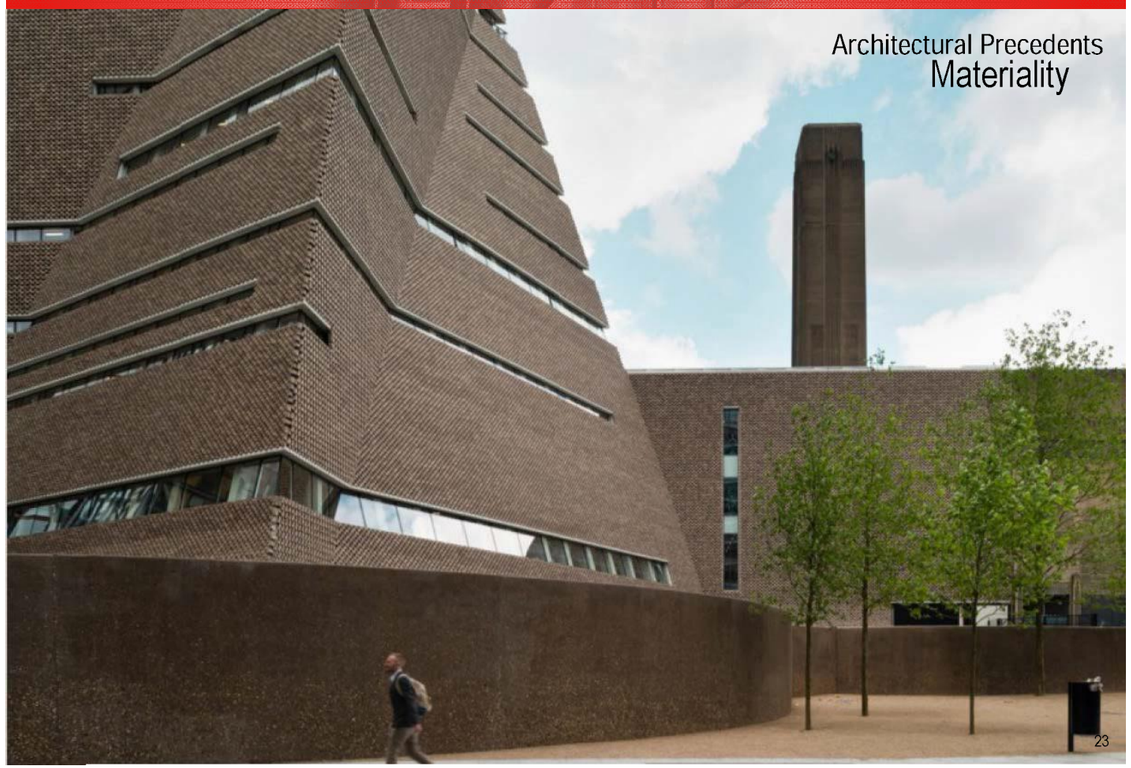
SITE PLAN



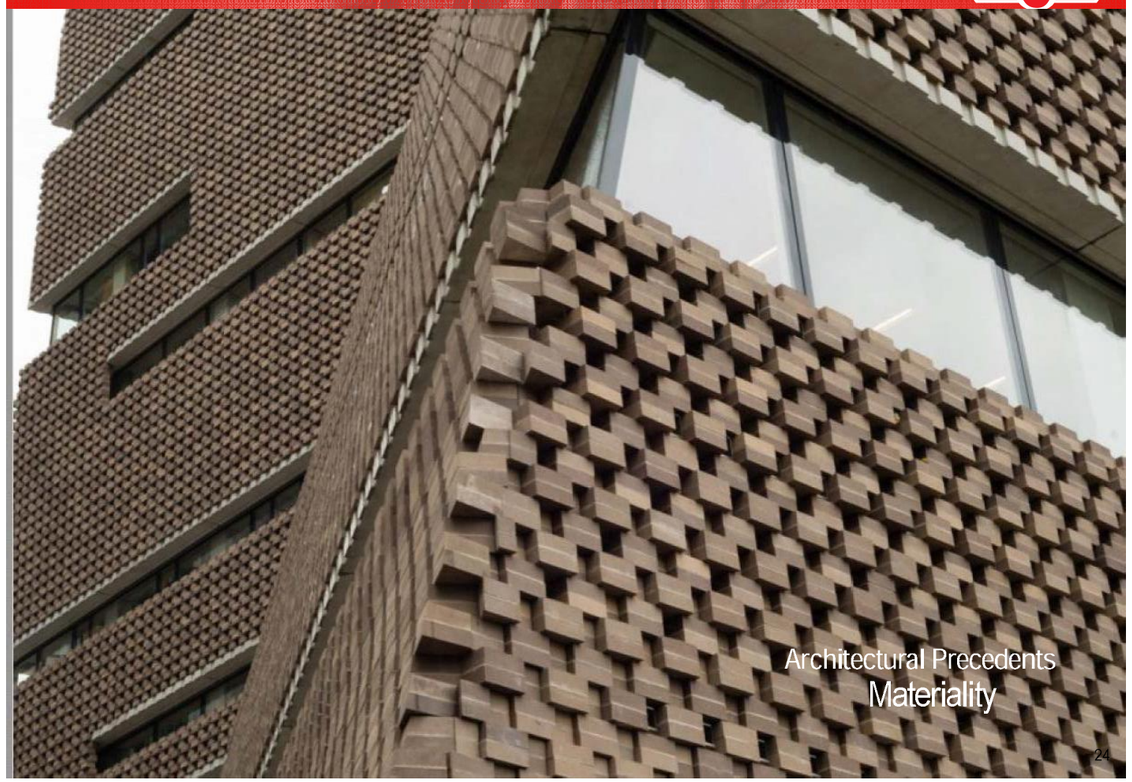
BUILDING SECTION & ANGULAR PLANE



SHADOW STUDIES | Aerial View



Architectural Precedents
Materiality



Architectural Precedents
Materiality

Landscape & Urban Design Precedents


Entrance walkway paving with signature banding

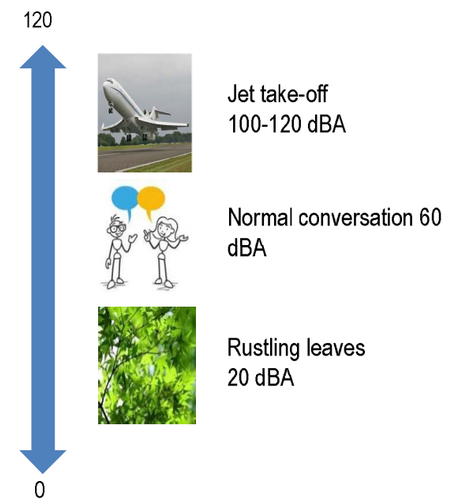

Eco grass lawn


Ornamental grass


Deciduous tree buffer for residential

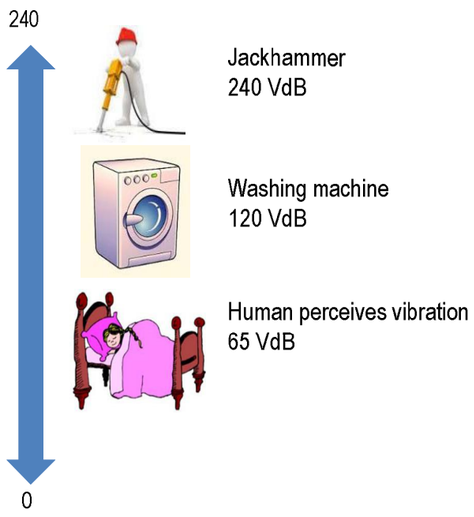
NOISE

- 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

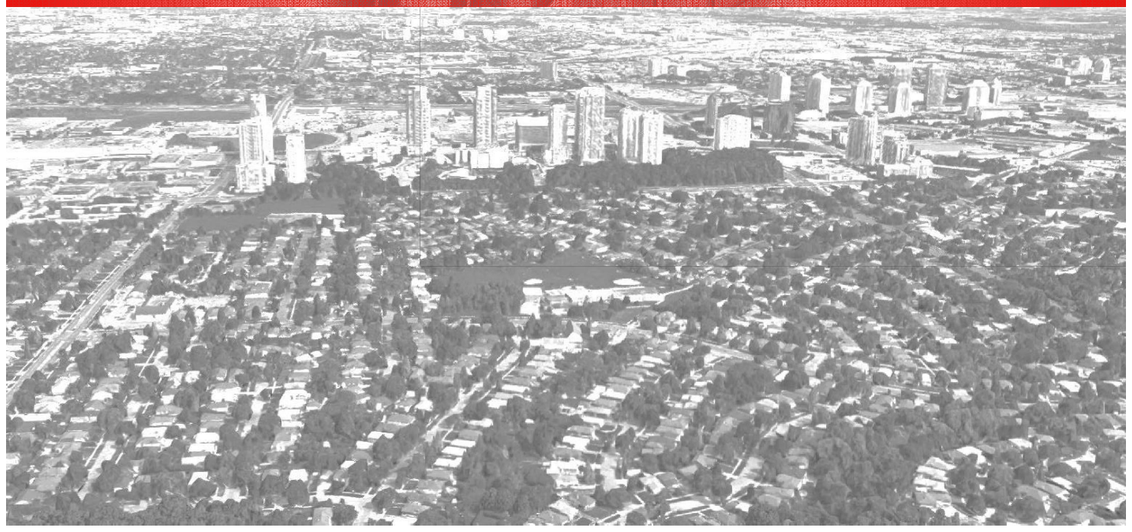
- Consistent TTC Community Liaison for the Scarborough Subway Extension project
- Two key points of input from the Community:
  - Incorporate community comments into building design and site plan requirements
  - Liaise and work with the community through design stage and during construction
- TTC Good 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



QUESTIONS?

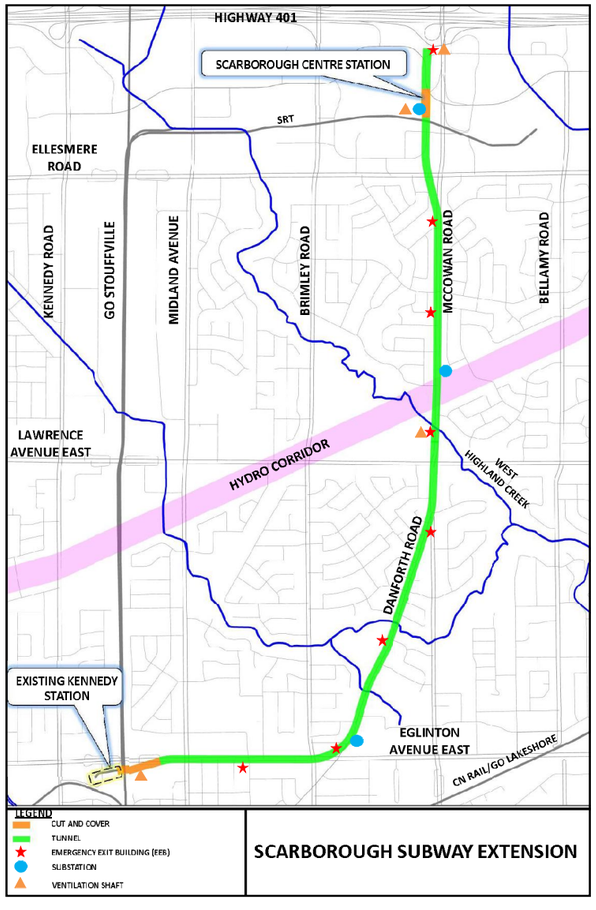
Welcome to Our Public Meeting

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.

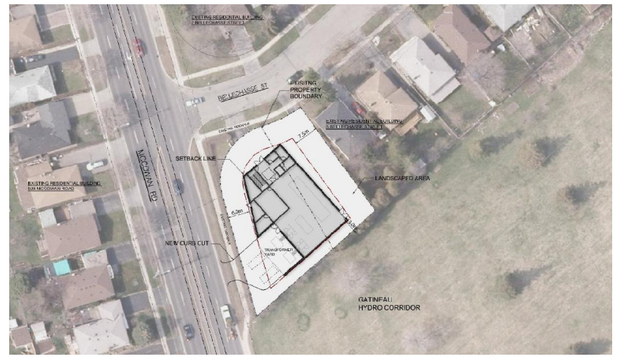
The Bellechasse Street at McCowan Road location is preferred because it requires displacement of fewer households and because it is situated beside the hydro corridor – which is less instrusive for the broader neighbourhood.

500 metre zone (white arrow)

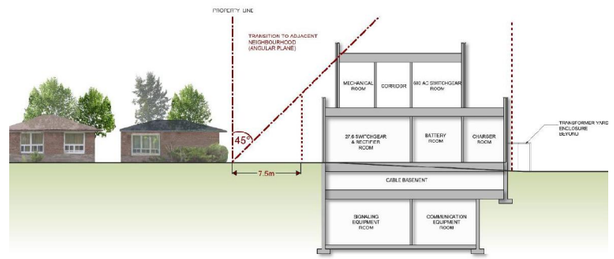
South limit of substation zone under live power lines

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;}
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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]
[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]

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.