APPENDIX A

PUBLIC CONSULTATION REPORTS

Spadina Subway Extension Environmental Assessment Study



Phase One Public Consultation Record
June 2005

TORONTO TRANSIT COMMISSION

TORONTO

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Spadina Subway Extension Environmental Assessment Study
Phase One Public Consultation Record

1 INTRODUCTION

The purpose of this report is to document the public consultation process for Phase One of the Spadina Subway Extension Individual Environmental Assessment (EA) Study.

2 BACKGROUND

The TTC and City of Toronto are carrying out an Individual Environmental Assessment (EA) Study to find the best alignment and station locations for a proposed subway extension, from Downsview Station via York University to Steeles Avenue. The Project is required to meet the requirements of the EA Act before the Minister of the Environment can provide approval.

There are two stages in the Environmental Assessment Study. The first stage involved preparation of the Study Terms of Reference, which was approved by the Minister of the Environment on September 13, 2004. The second stage consists of three phases. Phase One of the Study involved the following steps:

- Conducting an inventory of existing and future conditions;
- Reviewing and confirming the Study Area;
- Reviewing alternative projects (based on the 1994 Yonge-Spadina Loop Environmental Assessment Study and the 2001 Rapid Transit Expansion Study);
- Developing alternative subway routes (including general station locations);
- Developing route evaluation criteria; and
- Public consultation.

Phases 2 and 3 will follow with the evaluation of alternatives and final selection of a preferred route and alignment.

3 PROMOTION AND NOTIFICATION

A number of methods were used to promote the public consultation activities for Phase One. They included the following:

- Advertisements in the following local newspapers:
- Vaughan Citizen (January 2, 2005),
  - North York Mirror (January 28, 2005),
  - Toronto Star (January 29, 2005),
  - Thornhill Liberal (February 1, 2005),
  - Metro Daily (February 2, 2005), and
  - York University Excalibur (February 2, 2005);
- Flyer distribution by Canada Post to approximately 45,000 residents in and around the Study Area;
- Distribution of 1,000 flyers at York University from February 6 to February 10, 2005;

- Email invitations to 206 York University organizations, groups, associations and clubs;
- Information posted on York University's online newspaper, *Y-file* on February 7 and February 10 and an article on February 14, 2005 advising that there was still time and opportunity to comment;
- Display of 100 colour posters on the York University Campus from February 6 to February 10 and an additional 50 posters displayed in the University buildings early in the morning of February 10, 2005;
- Flyers posted in public libraries in the Study Area and City of Vaughan Ward 4;
- Information posted on the TTC's web site;
- Media release on February 7, 2005; and
- Mail and email of approximately 315 flyers to persons on the project mailing list.

Copies of the flyer/advertisement and media release are provided in Attachment A.

4 PUBLIC CONSULTATION APPROACH AND OBJECTIVES

Consulting the public is an important step in each phase of the study. The public consultation process will seek to engage the public, made up of potentially interested and affected parties, in the Environmental Assessment process in order to gain input at key points in the study. The approach provided an opportunity for the TTC to identify issues, concerns or conditions related to the study and for project staff to respond and/or act accordingly. The objectives of public consultation during Phase One were to:

- Introduce the public to the EA Study;
- Provide opportunities for the public to comment or to ask questions;
- Gather public input on the Phase One work including the Study Area boundaries, inventory of existing conditions, routes and general station locations, and evaluation criteria and indicators;
- Make the public aware that consultation would be conducted during Phases Two and Three of the Study; and
- Find out how the public wanted to be kept informed and involved with the process.

5 PUBLIC CONSULTATION ACTIVITIES

The Phase One public consultation approach involved three key activities:

- Two Open House events;
- Two Workshop sessions; and
- E-consultation through the TTC's web site.

The public consultation process was designed to reach and accommodate:

- All members of the public, in particular those living, working or with business interests in the Study Area;
- Transit users;
- Students, staff and faculty at York University; and
- Persons who had previously signed up for the project mailing list.

5.1 Open House Events

At each Open House event, information panels (See Attachment B) were displayed and staff were available to discuss the project with the public. This included senior representatives of TTC Engineering and Property Development Departments, URS Canada (lead consultant), LGL Limited (subconsultant) and Planning Partnership (subconsultant). Commenting areas (with tables and chairs) were set up to encourage members of the public to sit comfortably and make their comments on Phase One of the Environmental Assessment Study. Fact Sheets and simplified comment forms (See Attachment C) were provided. Comment boxes, pre-paid feedback envelopes, project cards, project email address and a fax number were provided to help the public provide their comments.

The first Open House event was held on February 10, 2005 at York University. The Open House took place on the York University campus - Central Square location from 11:00 a.m. to 3:00 p.m. During this time, an estimated 1,200 people passed by the Open House site and were made aware of the public consultation activities. Approximately 300 to 400 people took the opportunity to stop, view the information in detail, fill in a comment form and/or sign up to be on the project mailing list and talk with members of the project team. The Workshop event was also promoted at the Open House and members of the public were encouraged to attend. Also, project cards, which resembled business cards, were distributed and people were invited to visit the project web site and comment online, particularly if they were pressed for time. Approximately 300 project cards were handed out.

A second Open House was held on February 13, 2005, at C. W. Jefferys Collegiate Institute at 340 Sentinel Road. The Open House hours were from 11:00 a.m. to 1:30 p.m.

Approximately 100 members of the public attended the Open House and many stayed on for the presentation, including the question and answer session, which preceded the workshop.

5.2 Workshop Events

Workshop sessions were offered to members of the public wishing to be directly involved in providing input on the proposed subway routes and evaluation criteria. Participants were asked to pre-register via phone, email or fax. Each workshop session consisted of a presentation, a brief question and answer session, followed by facilitated breakout groups.

The presentation content was similar to the display boards (See Attachment B). The groups were guided through the workbook (see Attachment D) and its questions. At the workshops, participants were asked to record their comments in the workbooks and hand them in at the end of the event. At the conclusion of each workshop, group facilitators reported back on the key ideas, comments and issues, based on comments the participants had made in their workbooks.

The first workshop event was held on February 10, 2005 following the York University Open House event. The Workshop took place from 4:30 p.m. to 7:00 p.m., in Founders Assembly Hall at Founders College, York University. About 60 people participated. Approximately 50 people participated in the workshop event held on February 13, 2005 following the Open House event at C.W. Jefferys Collegiate. The Workshop took place from 1:30 to 3:45 p.m.

5.3 E-consultation

The TTC web site provided an opportunity for persons to submit comments online. The online commenting form featured the same questions as the workbook used in the workshop sessions. All advertisements and flyers helped to promote the online commenting feature. The web site opened for commenting on February 10, 2005 and closed on February 24, 2005. Of the 111 submissions received, 24 were made online.

5.4 Other Commenting Mechanisms

At the end of Phase One, a total of 440 names were on the project mailing list. In addition to online commenting, the following methods were promoted to the public for submitting their comments:

- Fax number - 416-392-2974
- Comment line - 416-338-3333 (24/7)
- Email address - subway.ea@ttc.ca
- Mailing address – 1138 Bathurst Street, Toronto, Ontario M5R 3H2

6 PUBLIC INPUT TO PHASE ONE

Five key questions were asked during the public consultation activities of Phase One. Questions were administered using the workbook at the workshop sessions and through the online commenting form. A total of 111 submissions were received. Late comments received by mail were accepted.

6.1 Question One – Review of Previous Studies

6.1.1 Overview

The 2001 Rapid Transit Expansion Study recommendations were to:

- *Extend the Spadina Subway from Downsview Station via York University to Steeles Avenue and, ultimately, to the future Vaughan Corporate Centre;*
- *Conduct further study into the best route from Downsview Station to Steeles Avenue.*

Are you in support of these recommendations?

- ❑ *Yes*
- ❑ *Somewhat*
- ❑ *No*

The purpose of Question One was to determine whether there was general public support for the key recommendations of the 2001 Rapid Transit Expansion Study, which pertain to the Spadina Subway Extension Project.

6.1.2 Summary of Comments

Of the 111 respondents, there were a total of 57 who replied to Question One. Of those, 48 responded “yes”, and 9 responded “somewhat". There were zero negative responses.

Most respondents were in favour of the 2001 Rapid Transit Expansion Study recommendations related to the Spadina Subway Extension. Many suggested that:

- The projected future population growth in the City of Vaughan and York Region would benefit from being served by a subway extension;
- The concentration of potential subway ridership at York University location would benefit from the subway extension; and
- The connection with regional bus services to be provided by the Steeles Avenue terminus would help people coming in from the 905 areas to connect with TTC subway service.

In addition to the above comments, a few respondents stated support for:

- A future Yonge-Spadina Subway Loop connection via Highway 7 or Steeles Avenue;
- A subway connection to York Region (up to Highway 7 Vaughan Corporate Centre and further to the north-west); and
- The proposed subway extension, as long as it was financially viable.

6.1.3 Study Team Response/Action

The strong support for the Rapid Transit Expansion Study validates the purpose of the current Environmental Assessment Study, which is to determine the best route for the Spadina Subway Extension from Downsview Station to Steeles Avenue and, ultimately to Vaughan Corporate Centre.

6.2 Question Two – Study Area Boundaries

6.2.1 Overview

The Spadina Subway Extension Environmental Assessment Terms of Reference document identified a Study Area. All reasonable alternative routes for the Spadina Subway Extension that met the project objectives are situated well within the Study Area. Therefore, all direct and indirect effects of the Spadina Subway Extension will be contained within the Study Area as defined in the Terms of Reference.

Would you refine the Study Area?

- ❑ *Yes*
- ❑ *Somewhat*
- ❑ *No*

The purpose of Question Two was to verify the study area boundaries.

6.2.2 Summary of Comments

Of 111 respondents:

- 40 answered "no" they would not change the Study Area boundaries;

- 8 indicated they agree "somewhat" to the Study Area boundaries;
- 8 answered "yes", they would change the Study Area boundaries; and
- 55 did not reply.

Generally, the public agreed with the proposed Study Area, noting that it appeared logical. Several people recommended northern expansion of the Study Area to Rutherford Road, in York Region.

6.2.3 Study Team Response/Action

The current northern Study Area boundary at Highway 7 is 2 kilometres north of the proposed terminal station at Steeles. Because all anticipated environmental impacts of the Spadina Subway Extension to Steeles would occur south of Highway 7, a northern extension of the Study Area is not recommended. Accordingly, the Study Area, as presented in Phase One, will be adopted for the Environmental Assessment.

6.3 Question Three – Inventory of Existing and Future Conditions

6.3.1 Overview

The mapped diagrams contain the inventory of existing and future conditions within the Study Area. Examining the existing conditions ensures that potential impacts and benefits of the subway extension (and its stations) are known. The impacts and benefits are considered in the process of selecting the preferred route.

A) Are there any features that have been identified that should not be considered when selecting the preferred route?

B) Are there important local features that have been missed that will be important in selecting the preferred route?

The purpose of Question Three was to verify the Study Area's existing and future conditions. Supporting information, including diagrams showing land use and development opportunities; natural heritage features; soils, surface water and groundwater; and cultural heritage and community/recreational/institutional facilities were provided.

6.3.2 Summary of Comments

Of the 111 submissions received, there were 35 responses to Question Three. Generally, people found the inventory of existing and future conditions comprehensive. Some respondents stressed the importance of documenting natural features such as watercourses, wetlands and routes or paths that animals would use to move from place to place. No specific details or features were identified. However, others stressed the importance of documenting existing buildings, and built environments, such as the York University Campus buildings and the allotment gardens in the Finch Hydro corridor.

6.3.3 Study Team Response/Action

The York University campus buildings and location of the allotment gardens will be added to the inventory and will be documented in the final Environmental Assessment Report.

6.4 Question Four – Choosing the Best Route Evaluation Criteria and Indicators

6.4.1 Overview

A) Within the evaluation criteria categories, is there any criterion you would:

- *Add*
- *Remove*
- *Refine, and please provide explanation for your recommended change.*

B) *Do you think any of the indicators are more important than the others? If so which one(s) and why?*

The purpose of Question Four was to verify and adapt the proposed evaluation criteria and indicators so that the process of evaluating alternative subway routes would include public values. The workbook contained a table listing the proposed evaluation criteria and indicators.

6.4.2 Summary of Comments

Of the 111 comments forms received, 42 responses were provided to Question Four. In response to the request for comments on the proposed evaluation criteria and indicators to be used to select the preferred route, members of the public emphasized the importance of safety, convenient access to subway stations for a wide range of transportation modes, minimizing noise and vibration impacts, minimizing construction and operating costs, and maximizing revenue.

6.4.3 Study Team Response/Action

The following table identifies the key comments on the evaluation criteria and indicators and the Study Team's actions/ responses.

Table A - Proposed Changes to Evaluation Criteria and Indicators

Public Comments (Add, Remove, Refine)	Study Team Action/ Response
1. Add "pedestrian and commuter parking" to indicators measuring ease of accessibility for other travel modes. (B1.2)	Indicator revised according to comment.
2. Add indicator that measures "passenger comfort and operating speed". (New)	To be used as indicator for evaluation of alignments in Phase Three of Environmental Assessment Study.
3. Remove indicator about conformity with development objectives of Downsview lands and York University. (Note: Some respondents were concerned that development plans should be revised to be compatible with proposed subway. However, more respondents ranked this indicator as one of the most important considerations for the evaluation of routes). (C2.1)	Indicator to be retained because more respondents felt this was an important indicator compared to those who requested removal.
4. Add "high density, mixed use" to indicator about stimulating redevelopment at stations. (C2.3)	Indicator revised according to comment.
5. Emphasize consideration of safety for subway and bus passengers and cyclists (in addition to pedestrians). (C3.2)	Indicator revised according to comment.
6. Add evaluation criteria to "minimize noise and vibration impacts of subway, buses, and traffic". (New)	To be used as indicator for evaluation of alignments in Phase Three of Environmental Assessment Study.
7. Add indicator to measure cost savings of open cut or at-grade routes. (New)	To be used as indicator for evaluation of alignments in Phase Three of Environmental Assessment Study.

Several route evaluation criteria and indicators have been modified and/or added based on public input. The revised criteria and indicators that were used to evaluate the alternative subway routes are shown in Attachment E. Other proposed additional indicators will be used during the detailed evaluation of alternative alignments during Phase Three.

In response to Question Four B, the public noted which indicators they felt were important or more important than the others. As shown in Table B below, there was a broad range of responses, and as such, no clear trends were identified.

Table B - Selection of Most Important Indicators

Evaluation Criteria	Indicators	No. of Respondents
A1) Convenience for riders to walk to local stations.	A1.1) Existing population and employment within 500 metres walking distance of subway stations.	4
	A1.2) Future population and employment within 500 metres walking distance of subway stations.	3
	A1.3) Student activity within 500 metres walking distance of York University station.	3
	Other? Two respondents indicated that the overall evaluation criteria A1 and its indicators was more important than the other Evaluation Criteria and indicators.	2
B1) Convenience for other modes of travel.	B1.1) Connection to Finch West Bus (Route 36) and Keele Bus (Route 41) in Keele/Finch area.	7
	B1.2) Ease of accessibility for other travel modes (taxi, bicycle, Wheel-Trans, passenger pick up and drop off, ambulatory / non-ambulatory disabled persons).	2
	Other?	0
C1) Conform with current approved planning documents.	C1.1) Conformity with the stated goals, objectives and policies of the City of Toronto planning documents.	2
	C1.2) Conformity with the goals, objectives and policies of the Region of York and the City of Vaughan planning documents.	1
	Other One respondent thought that the evaluation criteria C1 and its indicators was more important than the other evaluation criteria and indicators.	1
C2) Maximize redevelopment potential in support of the subway extension.	C2.1) Conformity with the development objectives of Downsview lands and York University.	4
	C2.2) Conformity with the objectives of the new City of Toronto Official Plan.	2
	C2.3) Potential to stimulate appropriate, intensified redevelopment in proximity to station locations.	2

Evaluation Criteria	Indicators	No. of Respondents
	Other? Two respondents thought that the evaluation criteria C2 and its indicators was more important than the other evaluation criteria and indicators.	2
C3) Maximize the potential to create a high quality urban / pedestrian environment.	C3.1) Ability to integrate stations with the existing and future built form.	2
	C3.2) Potential to enhance the existing and future built form and create a safe pedestrian environment.	3
	Other?	0
D1) Protect existing stable land uses.	D1.1) Proximity to residential neighbourhoods.	0
	D1.2) Length of route within Keele Industrial Area.	0
	D1.3) Proximity to sensitive operations at York University.	1
	One respondent thought that the overall objective D and its evaluation criteria and indicators was more important than the other objectives, evaluation criteria and indicators.	1
D2) Minimize the potential effects on important natural and cultural heritage areas and features.	D2.1) Proximity to important natural and cultural heritage areas/features.	1
	Two respondents felt that the evaluation criteria D2 and its indicators was more important than the other evaluation criteria and indicators.	2
E1) Minimize the capital and operating costs of the subway extension.	E1.1) Length of subway route.	1
	Other?	0
E2) Maximize the revenue generated from the subway system.	E2.1) Total number of passengers on the extension.	2
	Other	0
E3) Maximize the subway extension in lands with no property costs to the project.	E3.1) Length of subway route within existing road rights-of-way.	0
	Other?	0

6.5 Question Five – Alternative Subway Routes

6.5.1 Overview

A) The project team has identified eight (8) alternative routes. Have we identified a reasonable number of routes?
- ❑ *Yes*
- ❑ *No, you missed one – see my sketch/explanation below.*

B) Indicate which is your favourite route. Tell us why it is your favourite. Would you make any changes to the route and why?

C) Would you propose any other changes or refinements to the routes or general station locations?

The purpose of Question Five was to determine whether a sufficient number of alternative subway routes had been developed. Participants were asked to comment on eight potential subway routes, advantages and or refinements to any particular route.

6.5.2 Summary of Comments - Question Five A

Forty-eight people responded to Question Five, Part A, of which some combined responses with Five B. Of the total respondents:
- 35 respondents thought a reasonable number of routes had been identified,
- 10 respondents felt the number was excessive, and
- 3 made comments of a general nature.

A total of 10 comments were made in reference to eliminating specific routes. They included the following:

- Eliminating all routes that proposed a GO/Chesswood subway station location (i.e. Routes 7 and 8);
- Eliminating all routes that included the York University "Sentinel" subway station location (i.e. Routes 3, 4, 6 and 8); and
- Eliminating some or all routes, except for Route 1 and 2.

While not all respondents made exactly the same recommendations, there was a strong trend toward Route 1, GO/Sheppard, Keele/Finch, York University "Commons" and secondly Route 2, GO/Sheppard, Keele/Murray Ross, York University "Commons".

6.5.3 Summary of Comments - Question Five B and C

A common theme among many of the responses was that whichever route was selected, it should include a subway station at the York University "Commons" (Routes 1, 2, 5 and 7). From among the eight routes presented, Route 1 emerged as the preferred.

Table C – Selection of Favourite Routes

Route No.	Route Name	Number of Responses
1	GO/Sheppard, Keele/Finch, York University "Commons"	42
2	GO/Sheppard, Keele/Murray Ross, York University "Commons"	24
3	GO/Sheppard, Keele/Murray Ross, York University "Sentinel"	2
4	GO/Sheppard, Keele/Finch, York University "Sentinel"	6
5	GO/Finch, Keele/Murray Ross, York University "Commons"	10
6	GO/Finch, Keele/Murray Ross, York University "Sentinel"	2
7	GO/Chesswood, Keele/Murray Ross, York University "Commons"	7
8	GO/Chesswood, Keele/Murray Ross, York University "Sentinel"	2

Route 1
Respondents favoured Route 1 for the following reasons:
- The York University "Commons" subway location is a hub/gateway to the university campus and highly desirable to a majority of students, staff and faculty at York University;
- The Keele Avenue and Finch Avenue general station location is a key intersection and provides opportunity for pedestrian, passenger drop-off, and bus transfer facilities; and
- The GO/Sheppard station location was seen as a good connection point to Downsview Park from both the subway extension and the GO Bradford Rail Line.

Route 2
The public's reasons for favouring Routes 1 and 2 were similar except for comments about the location of the Keele Street station (Route 1 - Keele/Finch vs. Route 2 - Keele/Murray Ross Parkway). Several respondents thought the Keele/Murray Ross location was favourable due to the potential for parking in the Hydro Corridor, and its location away from the busy Keele and Finch intersection.

Route 3
Respondents favoured Route 3 for the following reasons:
- The orientation of the Steeles Station was seen as providing further direct extension to Hwy 7 (i.e. minimizes curves in the alignment); and
- The potential to serve the Shoreham and Driftwood communities was seen as desirable.

Route 4
Respondents favoured Route 4 because the York University "Sentinel" subway station location would serve both the University and the Shoreham and Driftwood communities.

Route 5
Respondents favoured Route 5 for the following reasons:
- It provides a station at York University in the "Commons" area; and

- The location of the GO-TTC interchange station at Finch Avenue would be closest to the Finch Hydro corridor, which was identified by two respondents as suitable for a future LRT line.

Route 6, 7, and 8
Route 6 was favoured as it was already approved through the previous 1994 Environmental Assessment. Reasons for favouring Route 7 were because the York University station is located in the "Commons" area and because the Keele/Murray Ross station would be convenient for commuters parking in the Finch Hydro corridor. Route 8 was perceived as the straightest route and therefore the least expensive to construct.

6.5.4 Study Team Response/Action

Because only a limited number of respondents were in favour of eliminating some routes from the evaluation, the Study Team proceeded to analyze the eight alternative routes.

6.6 Question Six – General Comments

This question provided respondents the opportunity to make general comments. Of the 111 responses submitted, 60 responses were provided in the general comment section. General comments and the Study Team's responses are summarized in Table below.

Table D – Summary of General Comments

Comment/Issue	Study Team Action/ Response
1. Strongly support implementation of Spadina Subway Extension.	Environmental Assessment study is the first step towards implementation. Design and construction are subject to funding availability.
2. Support alternative subway projects (limited number of respondents).	No further action. Subway expansion priorities identified in 2001 Rapid Transit Expansion Study and 2003 Ridership Growth Strategy.
3. Plan Spadina Subway Extension to minimize costs and maximize revenues.	This is one of the key project objectives.
4. Suggest refinements to general station locations.	Detailed station layouts to be developed and evaluated during Phases Two and Three of the Environmental Assessment Study.
5. Improve east-west bus services.	Ridership on all TTC routes are carefully monitored including major east-west routes, such as 39 – Finch West and 53 – Steeles West. TTC's Ridership Growth Strategy calls for increased service levels on major bus routes at peak and off-peak times. Implementation is subject to funding availability.

6.7 Feedback on Consultation Methods and Preferences

Overall, the public noted that the information presented was clear, and very informative. The public stated that they liked the workshops and open house formats.

During Phase Two, the same public consultation and promotional activities will be followed as undertaken in Phase One, with a few modifications, as listed below:

- A wider area of distribution for the newsletter to involve more members of the public;
- A newsletter in place of a flyer as a means of presenting more information and preparing people to attend the workshop and open houses; and
- More advertising space dedicated to informing the public of the online consultation and commenting opportunities.

During the next phases of the Study, the public will be kept informed of Study findings and public consultation opportunities via the newsletter, the mailing list (both Canada Post and email), the web site and paid advertising in City-wide and community newspapers.

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

Mr. Thomas Middlebrook, P.Eng.
Chief Engineer
Engineering Department
Toronto Transit Commission
1138 Bathurst Street
Toronto, Ontario M5R 3H2

General comments can be made to:

Telephone: 416-338-3333 (24-hours)
Fax: 416-392-2974
TTY: 416-397-0831 (24-hours)
Email: subway.ea@ttc.ca
Web site: www.ttc.ca (click on Spadina Subway Extension)

ATTACHMENT A
PROMOTION AND NOTIFICATION

Advertisement and Page One of Flyer

PUBLIC NOTICE

Spadina Subway Extension
Environmental Assessment Study

The Toronto Transit Commission (TTC) and the City of Toronto are conducting an Individual Environmental Assessment (EA) Study under the Ontario Environmental Assessment Act for the extension of the Spadina Subway from Downsview Station to Steeles Avenue via York University.

The Study will be conducted according to the Terms of Reference approved by the Minister of the Environment on September 13, 2004.

You are invited to get involved and provide your comments on Phase One of the Study, including:

- Changes since the previously approved 1994 Environmental Assessment,
- Study area land use, transportation and environmental features,
- Alternative subway routes,
- Criteria that will be used to evaluate these routes.

Get Involved! Public Consultation - Phase One

Thursday February 10, 2005
York University
4700 Keele Street

Public Open House

Workshop* (includes presentations)

Sunday February 13, 2005
C. W. Jefferys Collegiate Institute
499 Sentinel Road

Public Open House

Workshop* (includes presentations)

*Please register for the York University workshop by February 8, 2005, see below.

By TTC: From Downsview Station - take the 106 York University Rocket to York University
From Finch Station - take the 60C Steeles West bus to York University.
By Car: From Keele Street enter on York Boulevard which is south of Steeles Avenue and north of Finch Avenue. Park in any of York University's pay parking lots.

*Please register for the C.W. Jefferys CI workshop by February 11, 2005, see below.

By TTC: From Downsview Station, Take the 106 York University bus to the Sentinel Road - Hudmar Road stop.
By Car: Turn south off Finch Avenue West, west of Keele Street. There is ample free on-site parking.

February 10 to February 24
Public workshop information and comment forms
can be viewed online at www.ttc.ca/spadina_subway_extension.htm

Workshop Registration* and General Information

To register, to get more information on this Study, or to get on the Study mailing list, please contact the Spadina Subway Extension EA Study Project Team:

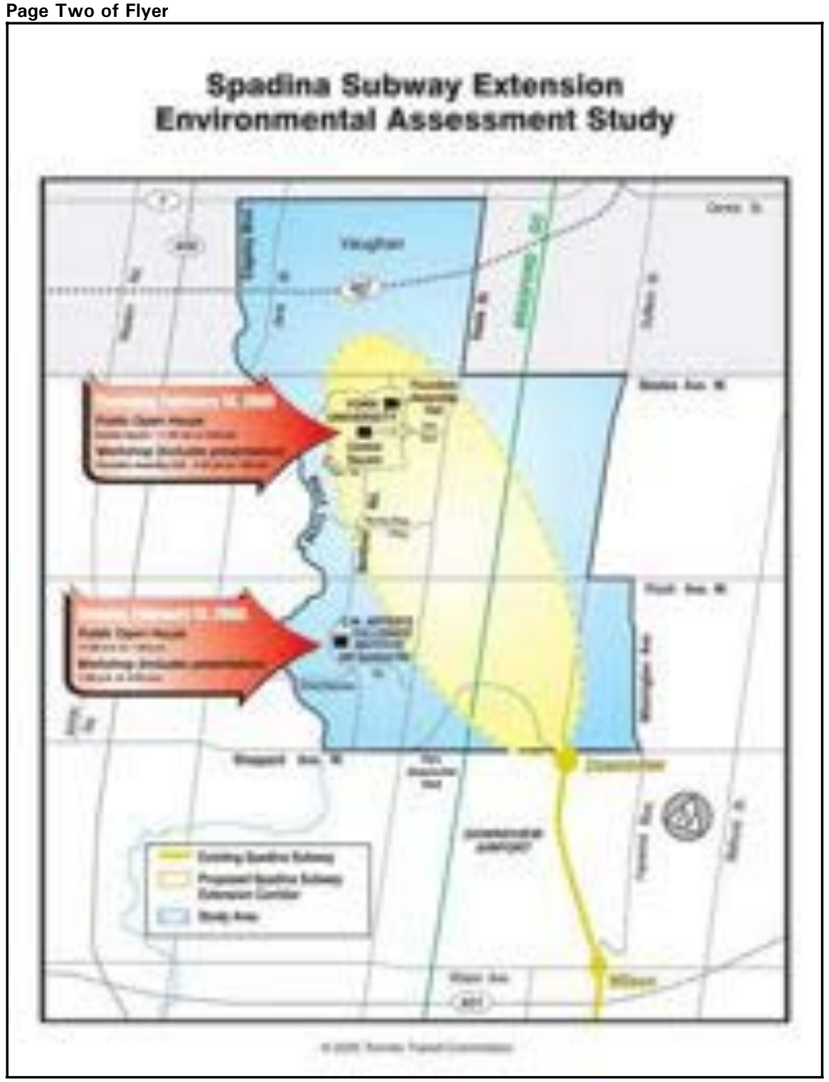
TTC

TORONTO TRANSIT COMMISSION

Tel: 416-338-2033 (24-hour voicemail line)
TTY: 416-397-8811 Fax: 416-393-6074
E-mail: subway.ea@ttc.ca
www.ttc.ca (click on Spadina Subway Extension icon)
Mail to:
Thomas G. Wakefield, P.Eng.
Chief Engineer - Engineering Department
Toronto Transit Commission
1138 Bathurst Street, Toronto, ON M5R 3H2

City of Toronto

Page Two of Flyer



Media Release

Attention News/Assignment Editors:

Have your say on possible subway extension to York University

TTC and City of Toronto to hold public meetings

TORONTO, Feb. 7 /CNW/ - The Toronto Transit Commission and the City of Toronto will hold two public consultation meetings concerning the study into the possible extension of the Spadina Subway from Downsview Station to Steeles Avenue/York University.

You are invited to get involved and provide your comments on Phase One of the Study including:

- Changes since the previously approved 1994 Environmental Assessment
- Study area land use, transportation and environmental features
- Alternate subway routes
- Criteria that will be used to evaluate these routes

MEETING No. 1

Thursday, February 10, 2005
York University-Central Square
4700 Keele Street
Time: 11 a.m. to 3 p.m. - Public Open House
Workshop(*) (includes presentation)
Founders Assembly Hall
Time: 4:30 p.m. to 7:00 p.m.

MEETING No. 2

Sunday, February 13, 2005
C.W. Jefferys Collegiate Institute
340 Sentinel Road
Time: 11 a.m. to 1:30 p.m. - Public Open House
Workshop(*) (includes presentation)
1:30 p.m. to 3:45 p.m.

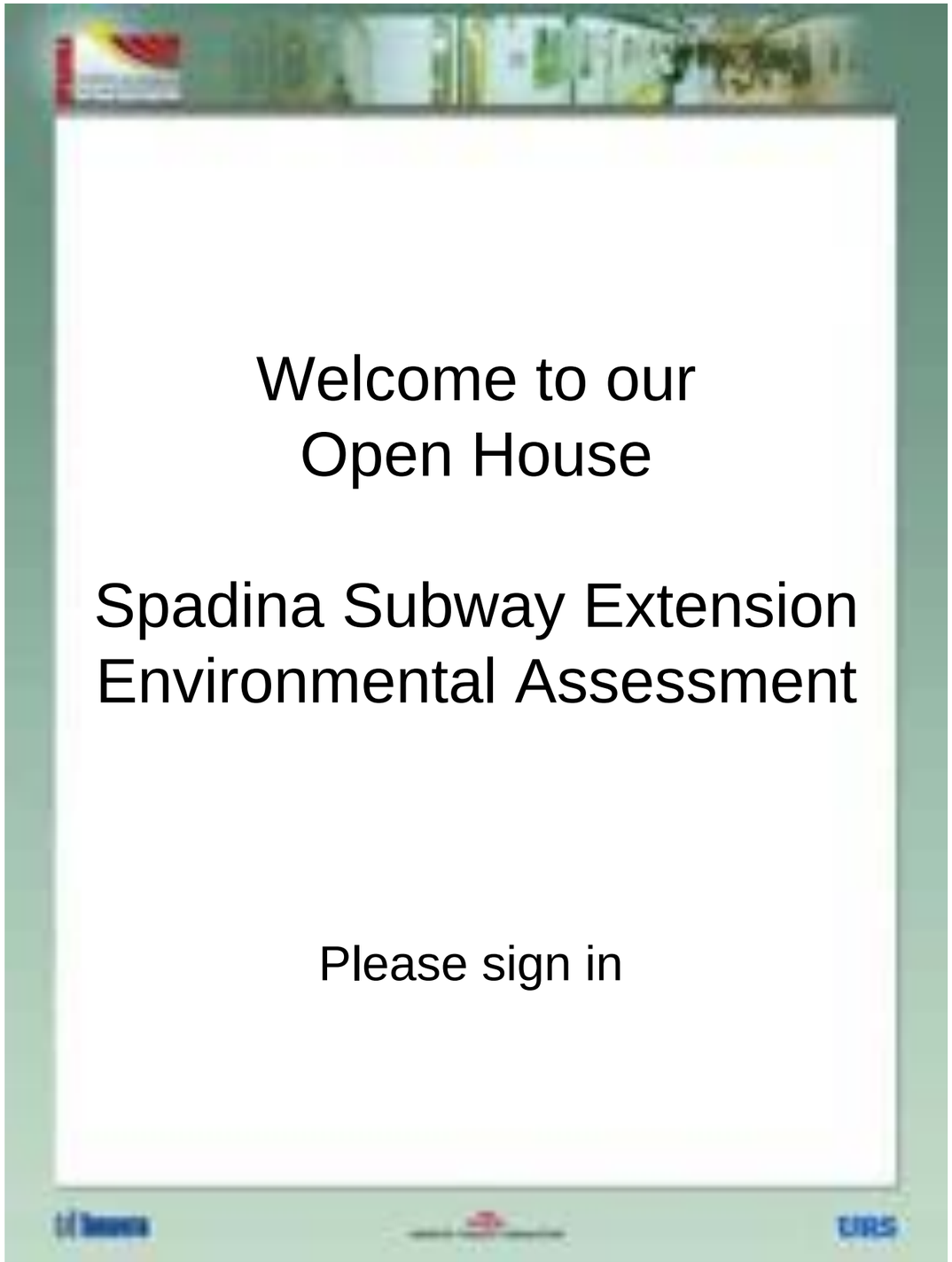
- Please register for the York University workshop by February 8, 2005, and for the C.W. Jefferys workshop by February 11, 2005.

Workshop Registration(*) and General Information

Tel: 416-338-3333 (24 hour comment line)
TTY: 416-397-0831 fax: 416-392-2974
E-mail: subway.ea@ttc.ca
www.ttc.ca (click on Spadina Subway Extension icon)
Mail to:
Thomas G. Middlebrook, P. Eng.
Chief Engineer - Engineering Department
Toronto Transit Commission
1138 Bathurst Street
Toronto, ON M5R 3H2

For further information: contact Marilyn Bolton, Media Relations, (416) 393-3741

ATTACHMENT B
OPEN HOUSE DISPLAY PANELS



The Spadina Subway Extension Environmental Assessment

The Toronto Transit Commission and the City of Toronto are undertaking an Individual Environmental Assessment (EA) to update the subway extension EA approved in 1994.

Today's Open House provides the opportunity to get involved in the planning of this subway extension. Today we will be presenting:

- Review of previous studies
- Study area boundaries
- Inventory of existing and future conditions
- How routes were generated
- Alternative routes
- Evaluation criteria for the routes
- Next steps

Previous Study
1994 Yonge-Spadina Subway Loop Environmental Assessment

** Copies of this report are available for your review.*

Previous Study
2001 Rapid Transit Expansion Study

** Copies of this report are available for your review.*

Previous Study
2001 Rapid Transit Expansion Study

In 2001, TTC conducted the Rapid Transit Expansion Study to examine the needs and priorities for expansion of TTC's rapid transit system.

Summary of key findings

- Undertake further study to determine the preferred alignment from Downsview Station to Steeles Avenue.
- Protect for a subway extension to the Vaughan Corporate Centre.
- Consider the looping of the Yonge and Spadina subway north of Steeles Avenue as a long term initiative.

** Copies of this report are available for your review.*

Summary of Key Changes Since 1994

Since 1994, there have been many changes in land use and transportation plans:

- The City of Toronto and York Region Official Plans support "Higher Order Transit Corridors":

  Short-term: Downsview Bus-Only Lanes
  Long-term: Spadina Subway Extension

- New development opportunities emerge at York University, Downsview lands and Vaughan Corporate Centre.
- York Region and City of Vaughan pursue transit initiatives:

  Corridor: Transit corridor protection in Vaughan Corporate Centre at Jane St/Hwy 7
  Terminal: Property acquisition on Steeles Avenue, east of Jane Street for inter-regional transit terminal

Results of the Review of Previous Studies

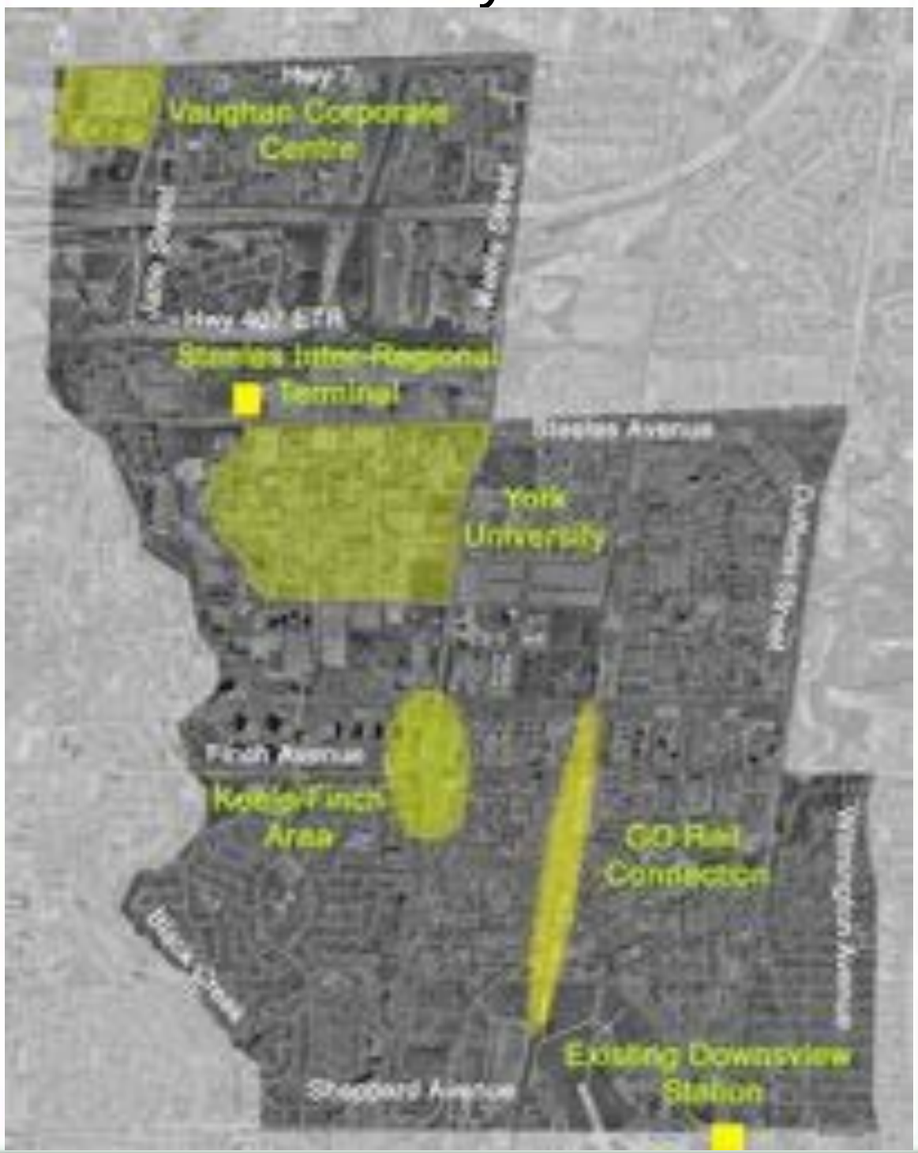
An extension of the Spadina Subway to Steeles Avenue via York University is preferred because it:

- Better supports the land use planning objectives in the City of Toronto, City of Vaughan and York Region.
- Allows extensive terminal station commuter facilities to be located outside the York University campus core.
- Facilitates improved transit links with York Region.
- Does not preclude looping of the Yonge and Spadina subways in the long term.

Project Objectives

- Provide subway service to the Keele/Finch area, York University and a new inter-regional transit terminal at Steeles Avenue.
- Provide improved connections between the TTC subway and GO Transit (rail and bus), York Region Transit / VIVA and TTC buses.
- Support local population and employment growth.
- Minimize adverse environmental effects.
- Achieve reasonable capital and operating costs.

The Study Area



Inventory of Existing and Future Conditions

An inventory was conducted to review, update, and augment information collected for the original EA.

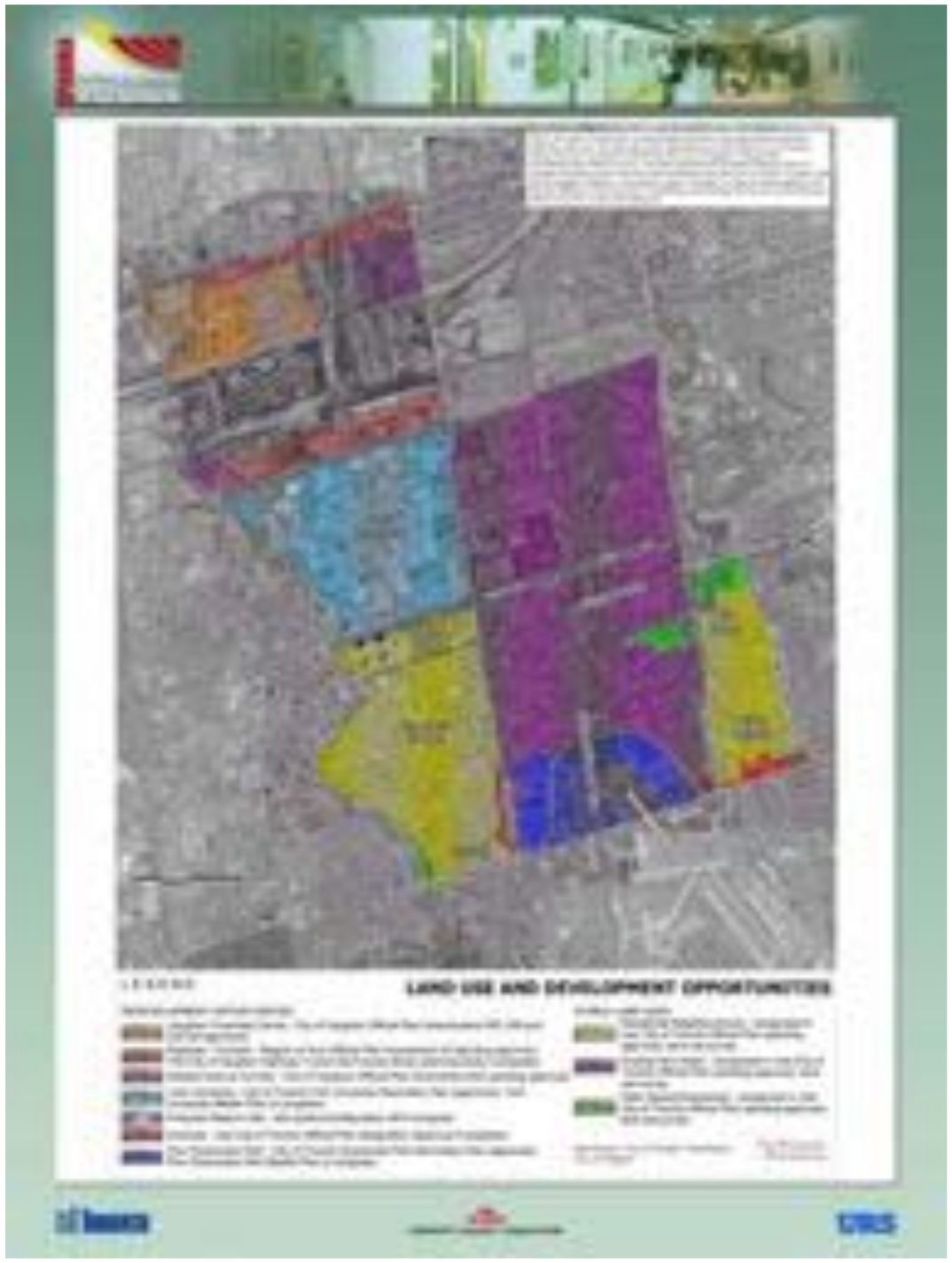
The following boards present the inventory of existing and future conditions within the study area.

The inventory will be used to develop alternatives and to select the preferred subway route.


NATURAL HERITAGE

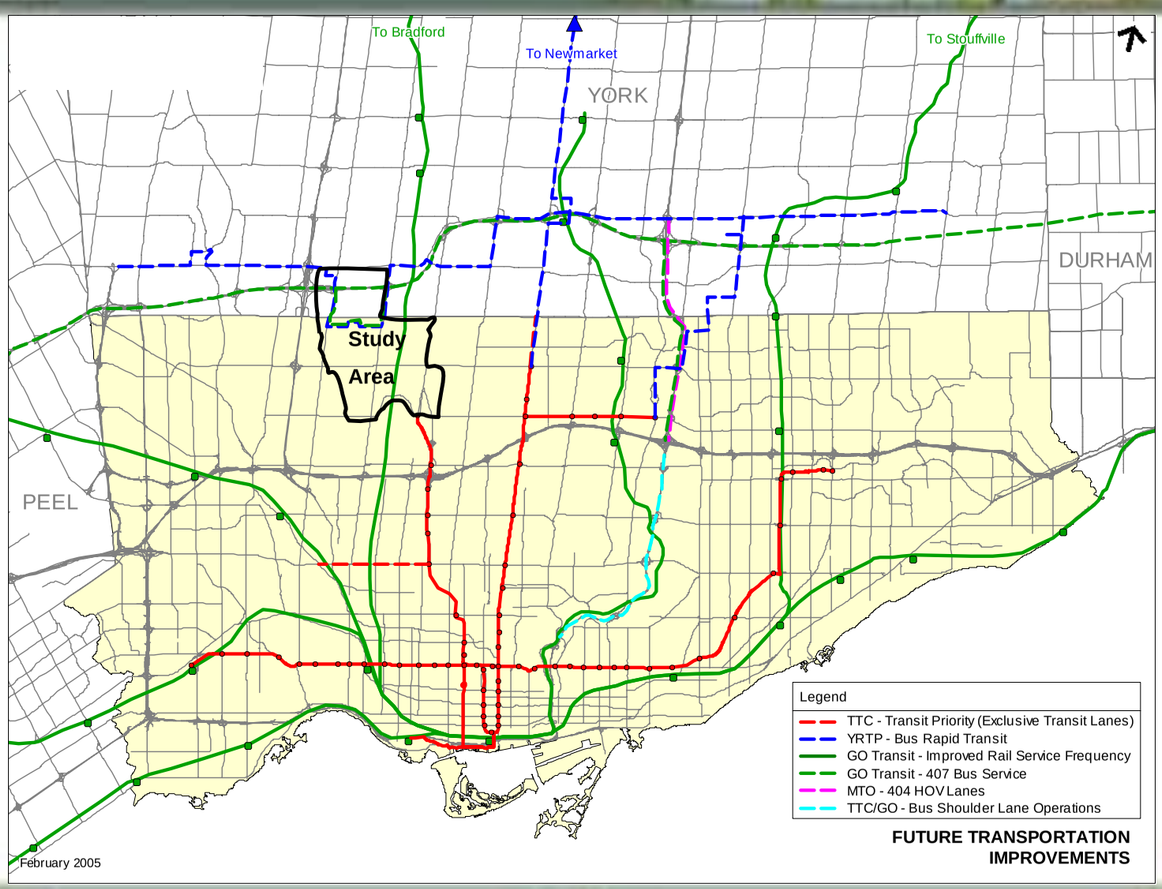

CULTURAL HERITAGE AND
COMMUNITY/RECREATIONAL/
INSTITUTIONAL FACILITIES


SOILS, SURFACE WATER AND GROUNDWATER


LAND USE AND DEVELOPMENT OPPORTUNITIES

Existing Transit

TTC Routes	Total Daily Passengers	TTC Routes	Total Daily Passengers	YRT Routes	Total Daily Passengers
35 Jane	38,800	108 Downsview	6,500	10 York University-Woodbridge	300
36 Finch West	37,000	117 Alness	2,600	3 Thornhill-York University	2,100
41 Keele	23,200	196 York University Rocket & 106 York University	16,700	20 Jane-Concord (YRT)	700
60 Steeles West	23,600			**GO Transit Services**	
105 Dufferin North	1,200			GO Bus Service	10,000
107 Keele North	3,600			Bradford GO Train Service	6,700



Existing and Future Travel

TRAVEL ACROSS (SCREENLINE)

STEELES AVENUE

NORTHBOUND

MODE	DEMAND		CAPACITY
	2001+	2021	
TRANSIT	4,500	8,900	10,000
AUTO	5,500	8,100	14,900
TOTAL	10,000	17,000	24,900

SOUTHBOUND

MODE	DEMAND		CAPACITY
	2001+	2021	
TRANSIT	9,900	29,500	19,300
AUTO	13,700	16,800	14,900
TOTAL	23,600	46,300	34,200

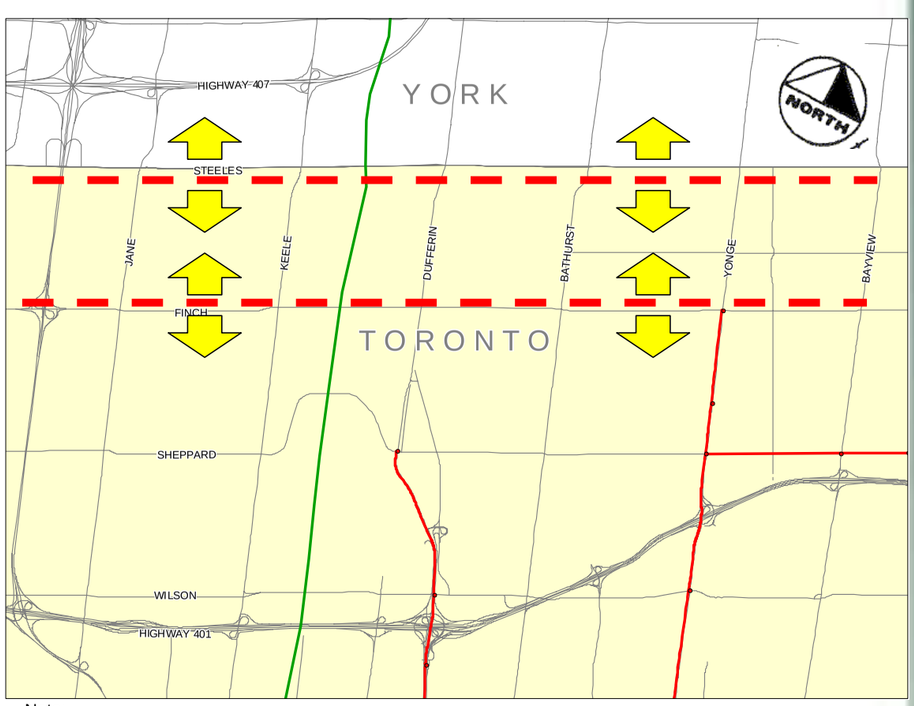
FINCH AVENUE

NORTHBOUND

MODE	DEMAND		CAPACITY
	2001+	2021	
TRANSIT	8,900	12,200	40,300
AUTO	9,300	13,200	14,200
TOTAL	18,200	25,400	54,500

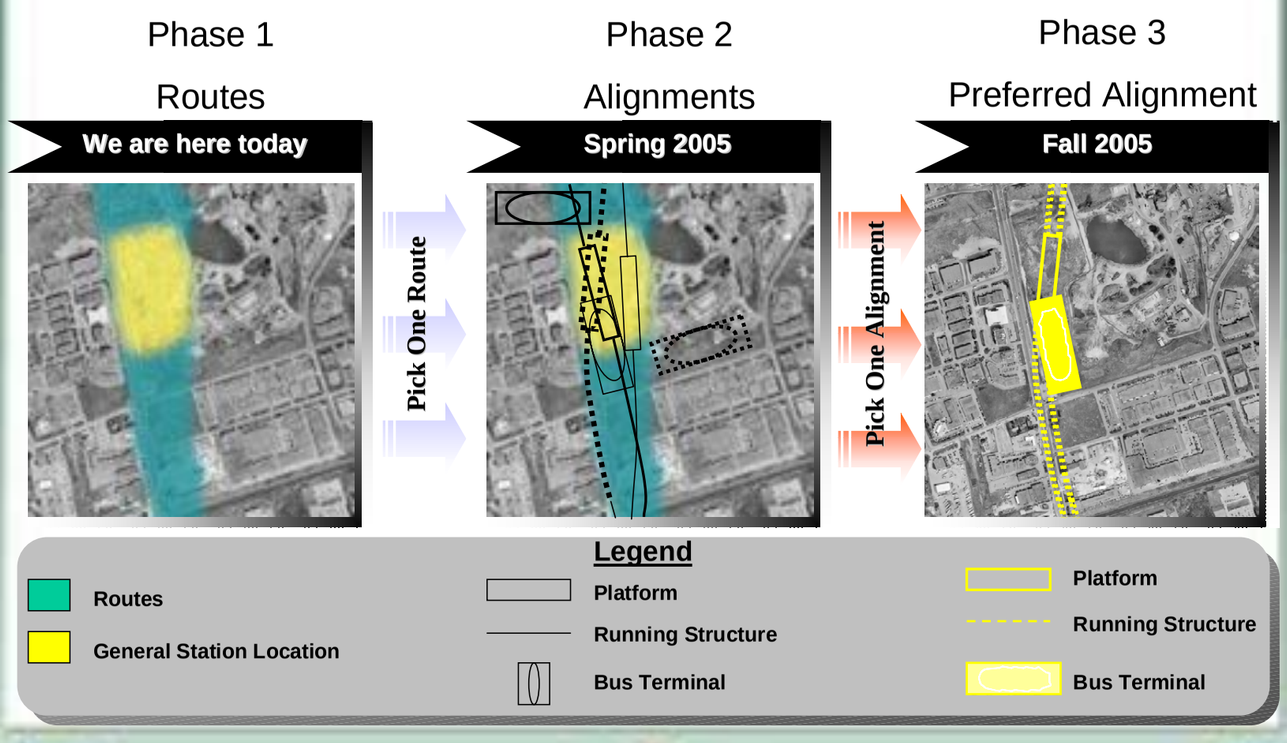
SOUTHBOUND

MODE	DEMAND		CAPACITY
	2001+	2021	
TRANSIT	18,300	34,100	47,700
AUTO	12,200	14,900	14,200
TOTAL	30,500	49,000	61,900



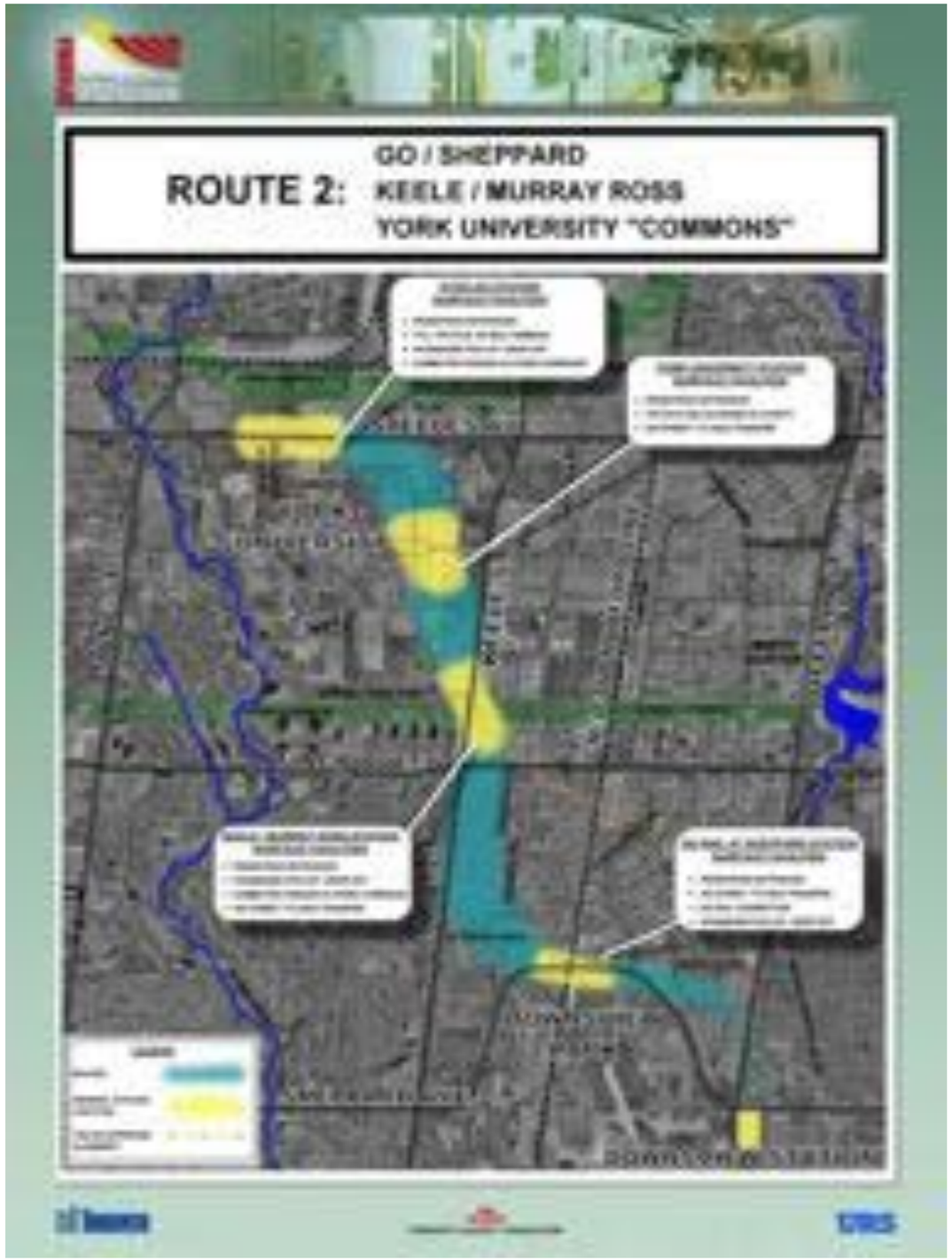
Note:
- All numbers are A.M. Peak Hour
- Future demand forecasts based on EA approved subway extension

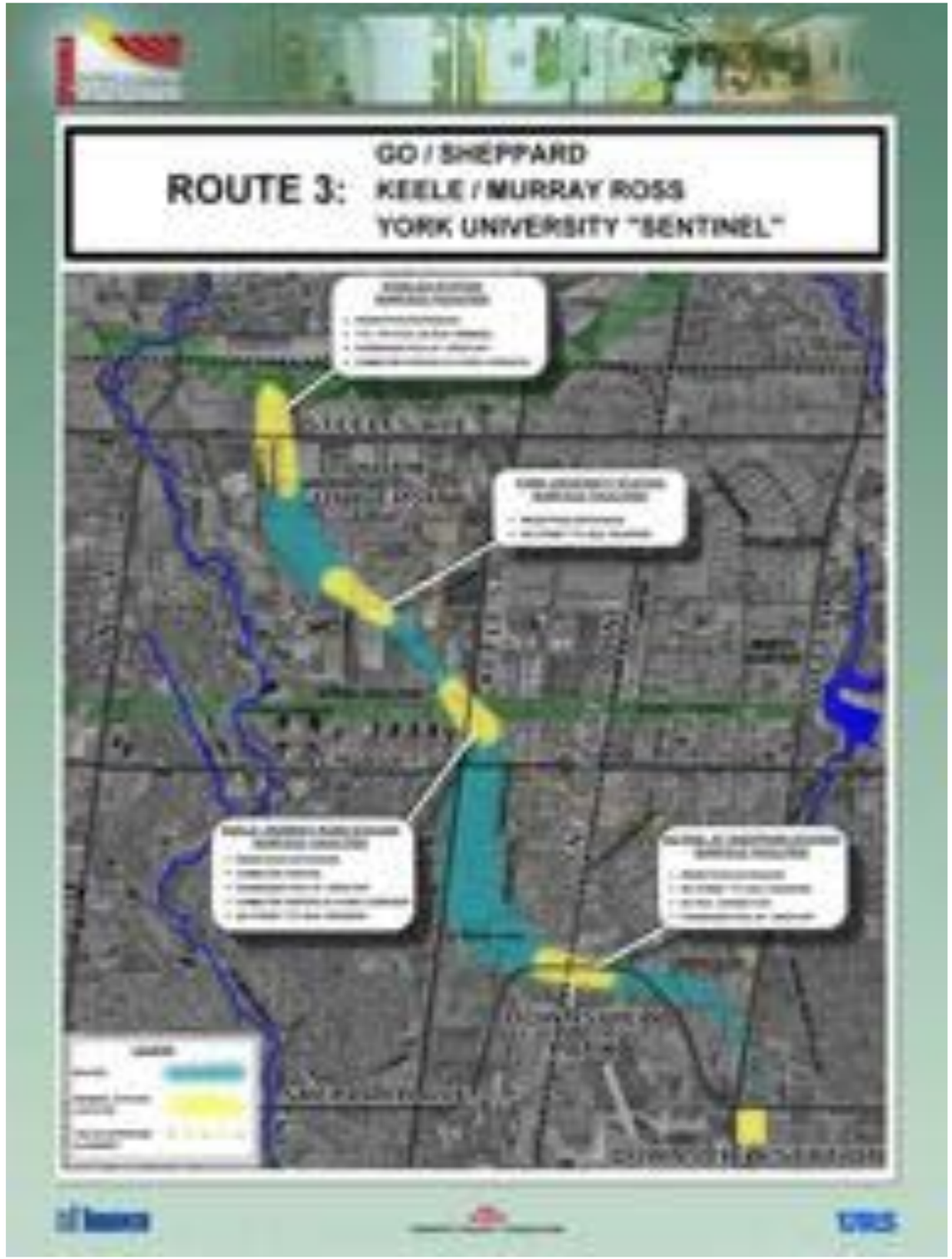
Choosing The Preferred Subway Extension

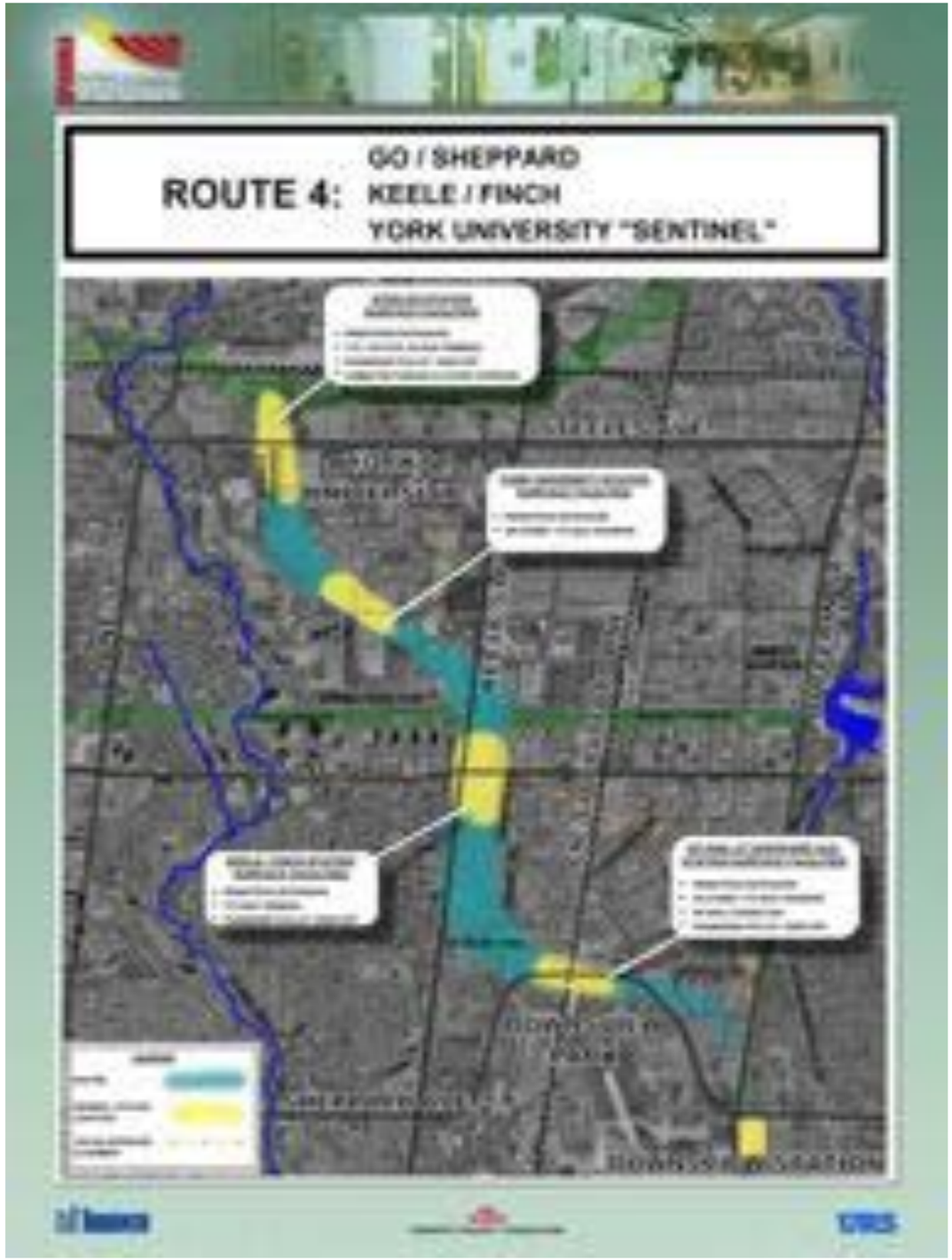


Project Objectives	How Were The Objectives Used To Create Routes?
Provide subway service to the Keele/Finch area, York University and a new inter-regional transit terminal at Steeles Avenue.	1. Locate subway station within 500 m of the Keele/Finch Intersection. 2. Locate subway station within the York University. 3. Terminate at York Region's inter-regional terminal site on the north side of Steeles Avenue, between Jane Street and Keele Street.
Provide improved connections between the TTC subway and GO Transit, York Region Transit and TTC buses.	1. Provide a station where the subway extension crosses the GO Bradford rail line. 2. Provide bus terminals, where appropriate, to allow bus passengers (TTC, GO and York Region Transit) to transfer to the subway.
Support local population and employment growth.	1. Protect for a future extension to the Vaughan Corporate Centre. 2. Subway stations should be 1 km apart to maximize the areas serviced by the subway (based on maximum walking distance of 500m).
Minimize adverse environmental effects.	1. Where possible, avoid residential areas, fuel tank farms, and significant natural and cultural heritage features.
Achieve reasonable capital and operating costs.	1. As straight as possible or very large curves so trains can operate at maximum speeds. 2. Start where the existing track ends at Downsview Station.

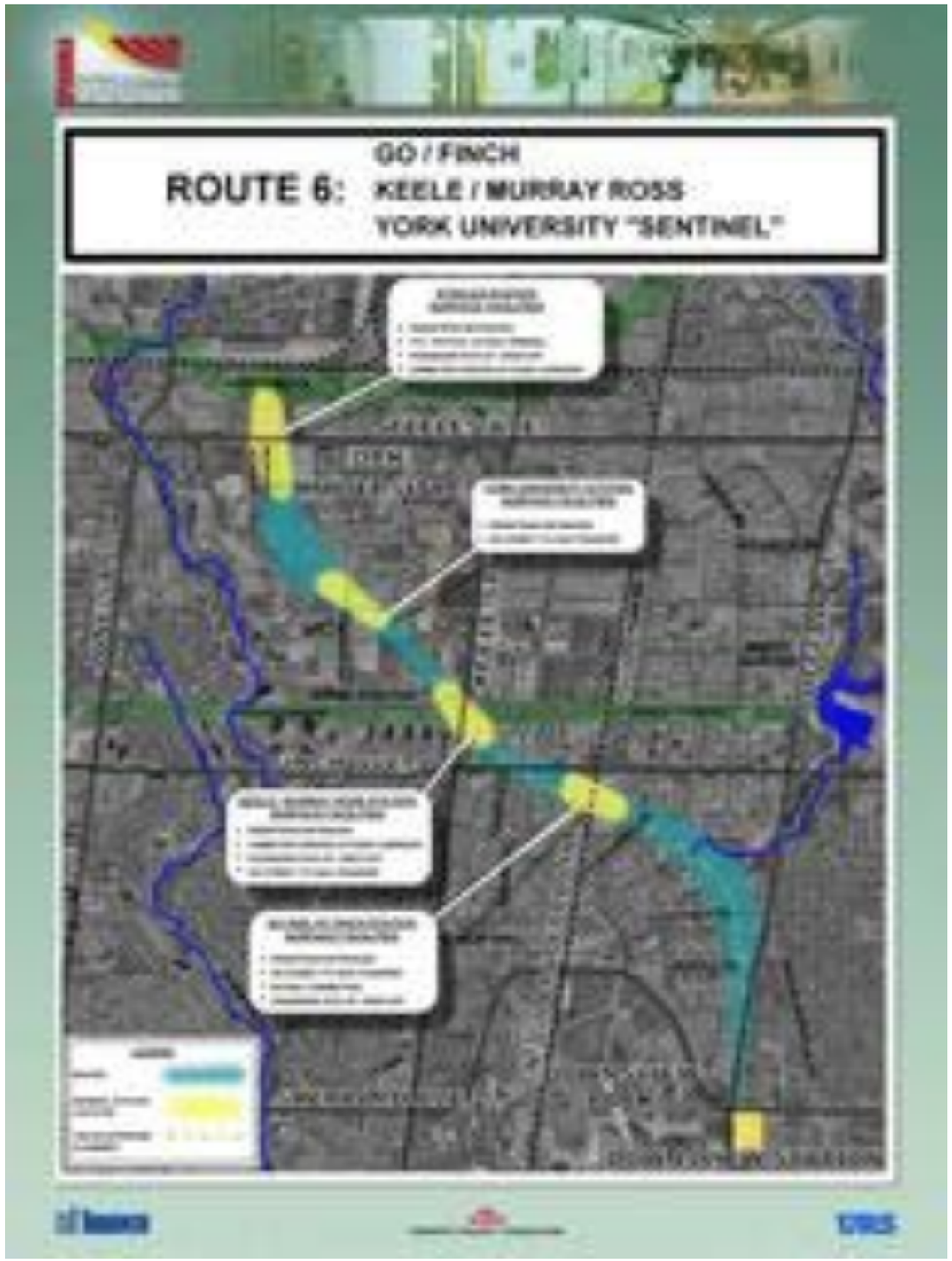

ROUTE 1:
GO / SHEPPARD
KEELE / FINCH
YORK UNIVERSITY "COMMONS"

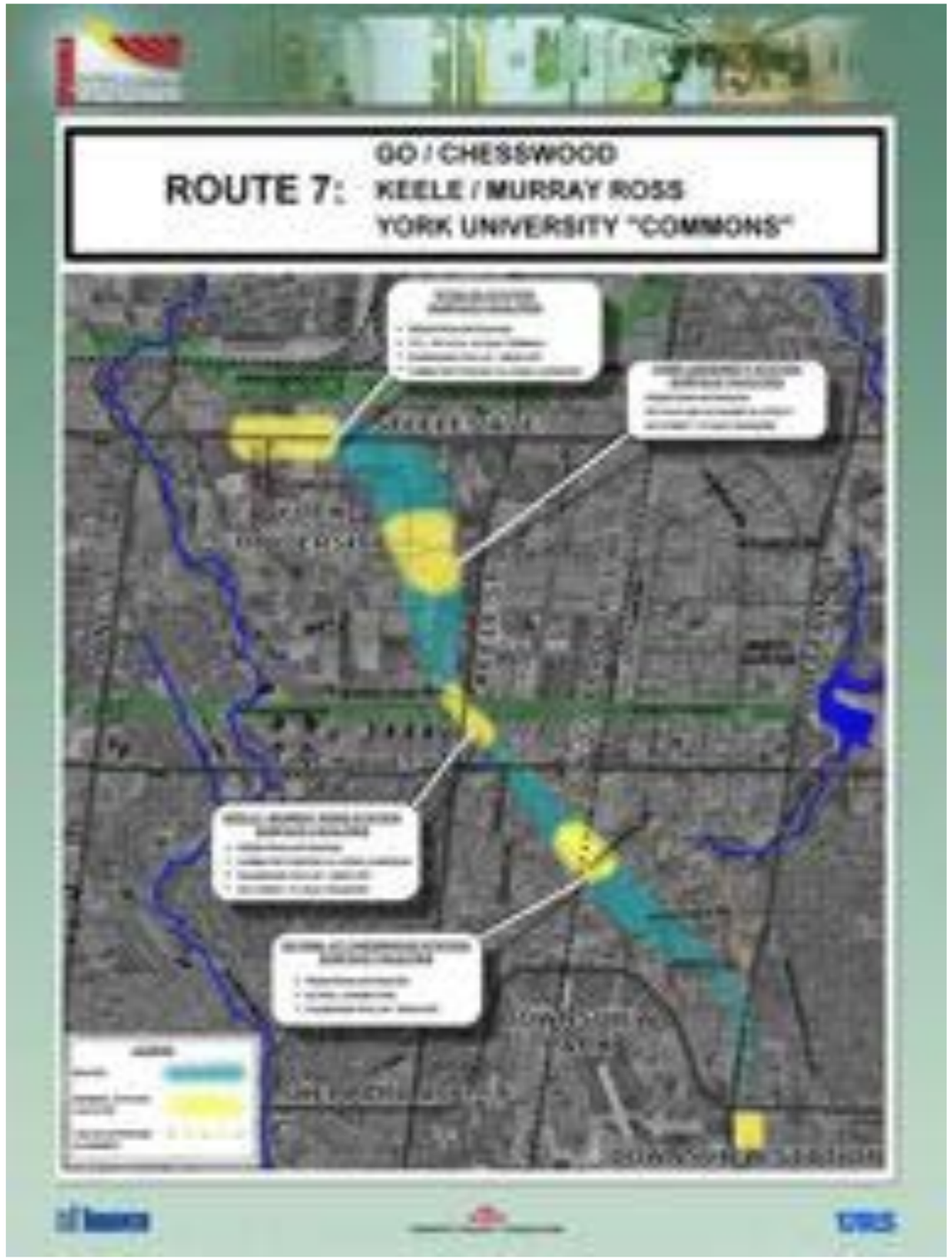

ROUTE 2:
GO / SHEPPARD
KEELE / MURRAY ROSS
YORK UNIVERSITY "COMMONS"

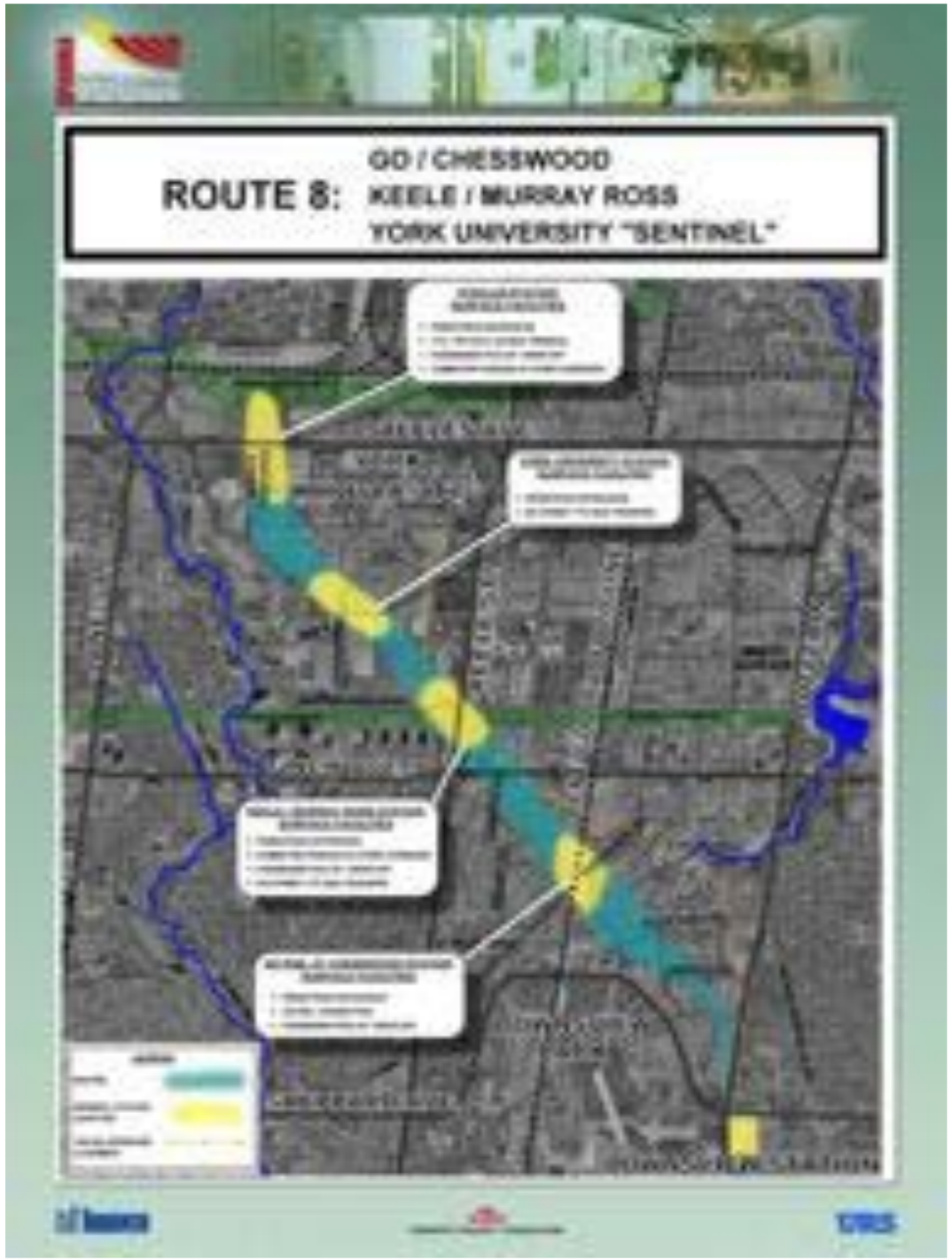

ROUTE 3:
GO / SHEPPARD
KEELE / MURRAY ROSS
YORK UNIVERSITY "SENTINEL"


ROUTE 4:
GO / SHEPPARD
KEELE / FINCH
YORK UNIVERSITY "SENTINEL"


ROUTE 5:
GO / FINCH
KEELE / MURRAY ROSS
YORK UNIVERSITY "COMMONS"


ROUTE 6:
GO / FINCH
KEELE / MURRAY ROSS
YORK UNIVERSITY "SENTINEL"


ROUTE 7:
GO / CHESSWOOD
KEELE / MURRAY ROSS
YORK UNIVERSITY "COMMONS"


ROUTE 8:
GO / CHESSWOOD
KEELE / MURRAY ROSS
YORK UNIVERSITY "SENTINEL"

How Will The Preferred Route Be Determined?

All routes illustrated today meet all of the project objectives. However, some offer additional benefits or have fewer adverse effects.

We have generated criteria that will be used to evaluate the routes.

Your input on the evaluation criteria and indicators will assist the team in selecting the preferred route.

Definitions:

Criteria – A standard on which a judgment or decision may be based.

Indicator – A characteristic or attribute which can be measured (i.e. data).

How Will We Choose The Preferred Route?

OBJECTIVES	EVALUATION CRITERIA	INDICATORS
A. Provide subway service to the Keele/Finch area, York University and a new inter-regional transit terminal at Steeles Avenue.	1. Convenience for riders to walk to local stations.	a) Existing population and employment within 500 m walking distance of stations. b) Future population and employment within 500 m walking distance of stations. c) Student activity within 500m walking distance of York University station.
B. Provide improved connections between the TTC subway and GO Transit, York Region Transit and TTC buses.	1. Convenience for other modes of travel.	a) Connection to Finch West Bus (Route 36) and Keele Bus (Route 41) in Keele/Finch area. b) Ease of accessibility for other travel modes (taxi, bicycle, Wheeltrans, passenger pick up and drop off, ambulatory / non-ambulatory disabled persons).
C. Support local population and employment growth.	1. Conform with current approved planning documents.	a) Conformity with the goals, objectives and policies of the City of Toronto planning documents. b) Conformity with the goals, objectives and policies of the Region of York and the City of Vaughan planning documents.
	2. Maximize redevelopment potential in support of the subway extension.	a) Conformity with the development objectives of Downsview lands and York University. b) Conformity with the objectives of the new City of Toronto Official Plan. c) Potential to stimulate appropriate, intensified redevelopment in proximity to station locations.
	3. Maximize the potential to create a high quality urban / pedestrian environment.	a) Ability to integrate stations within the existing and future built form. b) Potential to enhance the existing and future built form and create a safe pedestrian environment.

How Will We Choose The Best Route? (Continued)

OBJECTIVES	EVALUATION CRITERIA	INDICATORS
D. Minimize adverse environmental effects.	1. Protect existing stable land uses.	a) Proximity to residential neighbourhoods. b) Length of subway route within Keele Industrial Area. c) Proximity to sensitive operations at York University.
	2. Minimize the potential effects on important natural and cultural heritage areas/ features.	a) Proximity to important natural and cultural heritage areas/features.
E. Achieve reasonable capital and operating costs.	1. Minimize the capital and operating costs of the subway extension.	a) Length of subway route.
	2. Maximize the revenue generated from the subway extension.	a) Total number of passengers on the subway extension.
	3. Maximize the subway extension in lands with no property costs to the project.	a) Length of subway route within existing road rights-of-way.

Our Next Tasks

After today, the project team will review and respond to your input and comments on Phase 1.

For Phase 2 public consultation (Spring 2005) the project team will:

- Present the evaluation of alternative routes (including general station locations).
- Present the preferred route.
- Present alternative alignments (and station configurations) within the preferred route.
- Present criteria to evaluate the alternative alignments.
- Request input on all information presented.

Please put your name on our mailing list for notification of upcoming events.

Your Comments Are Important!

There are five ways of submitting your comments:

1. **Hand in comments before you leave**

2. **E-mail:**

   subway.ea@ttc.ca

3. **Phone:**

   416-338-3333 (24/7 Comment Line)

4. **Fax:**

   416-392-2974

5. **By Mail:**

   Spadina Subway Extension
   Environmental Assessment Study
   1138 Bathurst Street,
   Toronto, Ontario, M5R 3H2

***Fax Alert**

Sending personal information by fax is not a secure means of transmission. It is recommended that you complete and return the comment form by regular mail to the address noted above.

ATTACHMENT C
OPEN HOUSE COMMENT FORM AND FACT SHEET

TTC Spadina Subway Extension
Environmental Assessment Study - Phase One
Comment Form

Comments are due Thursday, February 24, 2005

Please send us your comments by using any of the following options:

- **Leave** this page with any staff person at the Open House or use the "Comment Box"
- **Call** our 24-Hour Comment Line at (416) 338-3333
- **Use** our 24-Hour Fax* at (416) 392-2974
- **Email** to:subway.ea@ttc.ca
- **Mail** to: Spadina Subway Extension,
  Environmental Assessment Study
  Toronto Transit Commission
  1138 Bathurst Street,Toronto ON M5R 3H2
- **Use** a postage paid envelope (available at public events)

You can sign up to be on the project mailing list!

Please print clearly
(Providing personal contact information is optional. **Anonymous comments are accepted.)**

Name	
Organization (if any)	
Address	
City	
Postal Code	
Telephone (Work)	
Telephone (Home)	
E-mail	

How would you prefer to have information on upcoming public consultation events sent to you? ☐ E-mail ☐ Regular mail delivery

Consent:

I consent that I am signing up to be on the **strictly confidential** project mailing list. I understand that the project mailing list will only be used to notify me about project events and study progress.

Indicator of Consent ☐ Yes ☐ No

Notice of Collection:

Personal information on this form is collected under the authority of the City of Toronto Act, 1997 (No. 2), S.O. 1997, Chapter 26, Part IV, and Toronto Transit Commission's June 16, 2004 report (Spadina Subway Extension). The information is used to consider your views on the Spadina Subway Extension Environmental Assessment, respond to questions, receive related mailings and for aggregate statistical reporting. Questions about this collection can be directed to the Toronto Transit Commission, Chief Engineer - Engineering, 1900 Yonge Street, Toronto, ON M4S 1Z2.

***Fax Alert**

Sending personal information by fax is not a secure means of transmission. It is recommended that you complete and return the complaint/commendation by regular mail to the address noted above.

Your Comments

Question: Do you have any comments about the information presented on the Open House Panels?

Question: Do you have a favourite route? Tell us why it is your favourite. Would you make any changes to the route and why? (Remember to tell us the route number to which you are referring.)

Question: How did you find out about today's Open House?

☐ Toronto Star	☐ York University web site
☐ Metro News	☐ TTC web site
☐ Thornhill Liberal newspaper	☐ sign at York University
☐ North York Mirror newspaper	☐ word of mouth
☐ flyer delivered to my home/ work place	☐ other (please specify)
☐ e-mail notification from "subway.ea@ttc.ca"	

Thank you for your input!

SPADINA SUBWAY EXTENSION ENVIRONMENTAL ASSESSMENT STUDY PUBLIC CONSULTATION - PHASE 1 FACT SHEET

What is an Environmental Assessment?

An Environmental Assessment (EA) is a decision-making process used to determine the advantages and disadvantages to the environment of proceeding with a proposed project. The Project is required to undergo an EA before detailed design and construction can proceed.

EA Study Purpose

The purpose of the Spadina Subway Extension EA **is to determine the preferred alignment and station locations for an extension of the Spadina Subway from Downsview Station to Steeles Avenue via York University.** The preferred alignment will also protect for the long-term extension of the Spadina Subway to Vaughan Corporate Centre. The EA will also determine environmental impacts and propose mitigating measures.

Subway Extension Project Objectives

The Project's objectives are to: 1) Provide subway service to the Keele/Finch area, York University and a new inter-regional transit terminal at Steeles Avenue; 2) Provide improved connections between the TTC subway and GO Transit, York Region Transit/VIVA and TTC buses; 3) Support population and employment growth; 4) Minimize adverse environmental effects; and 5) Achieve reasonable capital and operating costs.

1994 Environmental Assessment Study

In the early 1990's, TTC and the former Metropolitan Toronto conducted an EA for the Yonge-Spadina Loop Project. The EA recommended that the "Loop" be conducted in two Phases. Phase 1 of the Project would be from Downsview Station to York University. The "closing" of the Loop in Phase 2 would have been many years into the future. Accordingly, it was recommended that prior to committing funds, a future assessment be made to verify that looping would still be an appropriate solution given the evolving conditions at that time. The Minister of the Environment and Energy approved Phase 1 of the Project (to York University only) in 1994. Due to lack of funding, no further work was done.

2001 Rapid Transit Expansion Study

In 2001, TTC conducted the Rapid Transit Expansion Study to examine the needs and priorities for expansion of TTC's rapid transit system to the year 2021 in support of the population and employment growth envisioned in the new City of Toronto Official Plan and in recognition of GTA development trends. The Study recommendations were to: 1) Undertake further study to determine the preferred alignment from Downsview Station to Steeles Avenue; 2) Protect for a subway extension to Vaughan Corporate Centre; and 3) Consider the looping of the Yonge and Spadina Subways as a long term initiative.

Summary of Key Changes Since 1994

Since 1994, there have been many changes to land use and transportation plans in the future subway corridor. 1) City of Toronto and York Region Official Plans support "Higher Order Transit Corridors" services to York University and the new Vaughan Corporate Centre (Highway 7 and Jane Street). The Plans call for improved surface transit speed, reliability and capacity (to be provided by the Downsview Bus Lanes project) in the short-term and the implementation of the Spadina Subway Extension in the long-term; 2) New transit-oriented land development opportunities have emerged at York University, the Downsview Lands (which have changed from a Canadian Forces Base to parkland and a future technology park and housing); 3) York Region and the City of Vaughan have protected for a future transit corridor in the Vaughan Corporate Centte and have acquired property for an inter-regional transit terminal at Steeles Avenue, just east of Jane.

APPENDIX A
PROMOTION AND NOTIFICATION

- **Newspaper Ad**
- **Media Release**
- **Newsletter**

PUBLIC NOTICE

Spadina Subway Extension
Environmental Assessment Study
Public Consultation Phase Two

The Toronto Transit Commission (TTC) and the City of Toronto are conducting an Individual Environmental Assessment (EA) Study under the Ontario Environmental Assessment Act for the extension of the Spadina Subway from Downsview Station to Steeles Avenue via York University.

Open Houses/Workshops were held in February during Phase One.

You are now invited to get involved in the Phase Two Open Houses/Workshop. You may comment on:

- the preferred route selected from the eight possible routes presented during Phase One;
- alignment options within the preferred route, including station concepts that identify possible locations for bus terminals and commuter facilities; and
- criteria that will be used to select the preferred alignment and station locations.

Get Involved! Public Consultation - Phase Two

Tuesday, May 17, 2005
York University
4700 Keele Street

Public Open House
Central Square
4:00 p.m. to 8:00 p.m.

Wednesday, May 18, 2005
C.W. Jeffreys Collegiate Institute
441 Sentinel Road

Public Open House
4:00 p.m. to 8:00 p.m.
Workshop* (includes presentation)
7:00 p.m. to 9:30 p.m.

By TTC: From Downsview Station - take the 196 York University Rocket to York University.
From Finch Station - take the 60C Steeles West bus to York University.
By Car: From Keele Street enter on York Boulevard which is south of Steeles Avenue and north of Finch Avenue. Park in any of York University's pay parking lots.

*Please register for the C.W. Jeffreys CI workshop by May 10, 2005 (see below).

By TTC: From Downsview Station: Take the 196 York University bus to the Sentinel Road - Hackmatack Road stop.
By Car: Turn south off Finch Avenue West, west of Keele Street. There is ample free on-site parking.

Unable to attend the Open Houses/Workshop?
You may submit your comments online from May 17 to June 1, 2005.
Go to www.ttc.ca and click on the Spadina Subway Extension icon.

Workshop Registration* and General Information

To register, to get more information on the Study, or to get on the Study mailing list, please contact the Spadina Subway Extension EA Study Project Team:

Tel. 416-338-2333 (to leave comment line)
TTY 416-397-8631 Fax 416-393-2619
E-mail: subways.ea@ttc.ca
www.ttc.ca (click on Spadina Subway Extension icon)
Mail to:
Thomas G. Hendercock, P.Eng.
Chief Engineer, Engineering Department
Toronto Transit Commission
1138 Bathurst Street, Toronto, ON M5R 3H2

Attention News/Assignment Editors:

Have your say on possible subway extension to York University TTC and City of Toronto to hold public meetings

TORONTO, May 11 /CNW/ - The Toronto Transit Commission and the City of Toronto will hold two public consultation meetings concerning the study into the possible extension of the Spadina Subway from Downsview Station to Steeles
Avenue/York University.

You are invited to get involved and provide your comments on Phase Two of the Environmental Assessment Study including:

- the preferred route that was selected from eight possible routes presented during Phase One;
- alternative alignments within the preferred route;
- criteria that will be used to evaluate the alternative alignments; and
- station location concepts and criteria for Finch West Station and Steeles West Station.

MEETING No. 1

Tuesday, May 17 2005
York University - Central Square
4700 Keele Street
Time: 3 p.m. to 7 p.m. - Public Open House

MEETING No. 2

Wednesday, May 18, 2005
C.W. Jefferys Collegiate Institute
340 Sentinel Road
Time: 4:30 p.m. to 6:45 p.m. - Public Open House
Workshop(*) (includes presentation)
7:00 p.m. to 9:30 p.m.

- Please register for the C.W. Jefferys workshop by Monday, May 16, 2005.

Workshop Registration(*) and General Information

Tel: 416-338-3333 (24 hour comment line)
TTY: 416-397-0831 fax: 416-392-2974
E-mail: subway.ea@ttc.ca
Web Site: www.ttc.ca (click on Spadina Subway Extension icon)
Mail to:
Thomas G. Middlebrook, P. Eng.
Chief Engineer - Engineering Department
Toronto Transit Commission
1138 Bathurst Street
Toronto, ON M5R 3H2

For further information: Marilyn Bolton, Media Relations, 416) 393-3741

SPADINA SUBWAY EXTENSION ENVIRONMENTAL ASSESSMENT STUDY

May 2005

This newsletter is published for residents and businesses interested in the Spadina Subway Extension Environmental Assessment Study.

In 2004, the Toronto Transit Commission (TTC) and the City of Toronto began an Environmental Assessment (EA) Study to find the best alignment and station locations for a future subway extension from Downsview Station via York University to Steeles Avenue.

The proposed extension of the Spadina Subway would be about 6 km in length and provide new subway service to:

- A connection with the GO Bradford Rail Line;
- The Keele Street and Finch Avenue West area;
- York University; and
- An inter-regional transit station (with connections to GO Transit, York Region Transit/VIVA, and TTC buses as well as commuter parking) at Steeles Avenue.

Route 1: • GO/Sheppard • Keele/Finch • York University "Commons" • Steeles

Eight route options for the Subway extension were identified and presented to the public for comment at recent Open Houses/Workshops. Of the eight route options, Route 1 was selected as the preferred option based on technical assessment, evaluation criteria and public input. Route 1 is shown on the left.

YOU ARE INVITED TO GET INVOLVED

IN THE PHASE TWO OPEN HOUSES/WORKSHOP SCHEDULED FOR MAY 17TH AND 18TH, 2005

SEE BACK PAGE FOR DETAILS

TORONTO TRANSIT COMMISSION

TORONTO

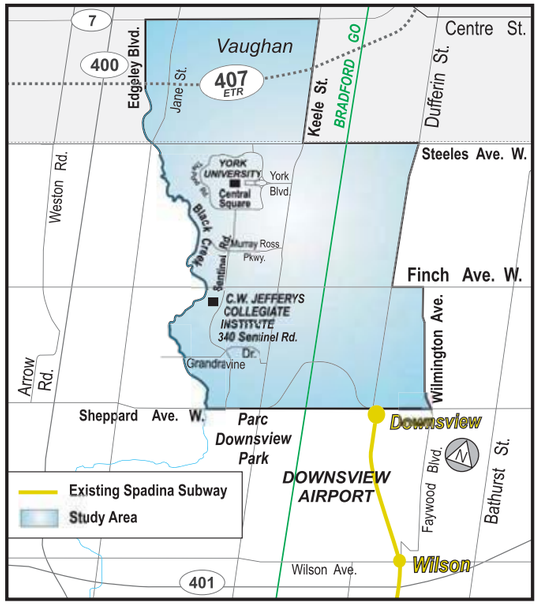
About the Study

In simple terms, the Environmental Assessment Study process starts by looking at many reasonable subway routes, within the study area. In this case, the study area is bounded by:

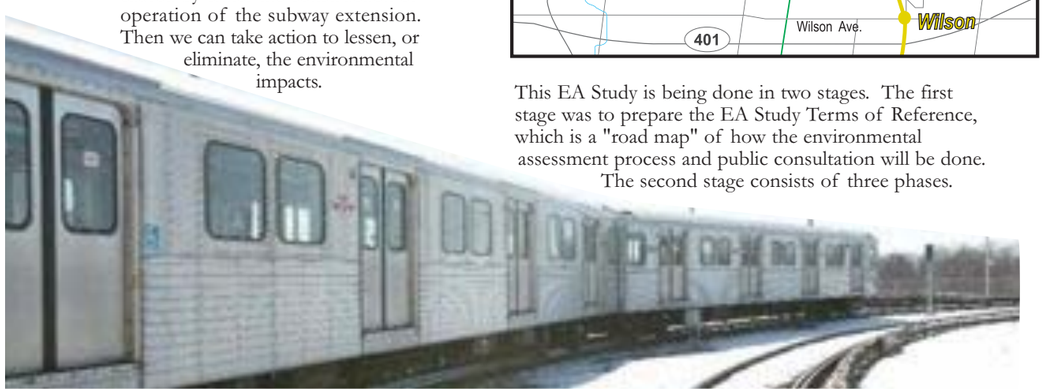
- Sheppard Avenue (south)
- Black Creek (west)
- Wilmington Avenue and Dufferin Street (east)
- Highway 7 (north).

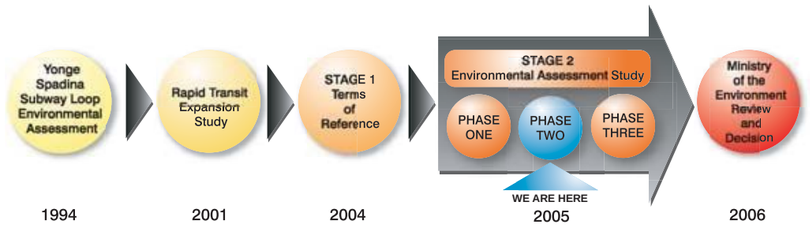
The process then takes into account greater levels of detailed information and public input. Once the best route is selected, the assessment focuses on the best, most specific route - called an alignment.

The Environmental Assessment (EA) Study process helps us learn about possible environmental impacts, before they happen. These could be impacts caused by either the construction or operation of the subway extension. Then we can take action to lessen, or eliminate, the environmental impacts.



This EA Study is being done in two stages. The first stage was to prepare the EA Study Terms of Reference, which is a "road map" of how the environmental assessment process and public consultation will be done. The second stage consists of three phases.





Stage One: The Terms of Reference

During Spring of 2004, TTC and the City of Toronto prepared a Study Terms of Reference. A draft version was presented to the public at two Open Houses that were attended by hundreds of people. The community voiced support for the subway extension to go ahead as soon as possible. On September 13, 2004, the Minister of the Environment approved the Terms of Reference and work began on Stage Two.

Stage Two: The Three Phases

Phase One involved:

- Gathering an inventory of existing and future conditions in the study area;
- Reviewing alternative projects (based on the 1994 Yonge-Spadina Subway Loop EA Study and the 2001 Rapid Transit Expansion Study);
- Developing alternative subway routes; and
- Developing route evaluation criteria.

Phase Two involves: "we are here"

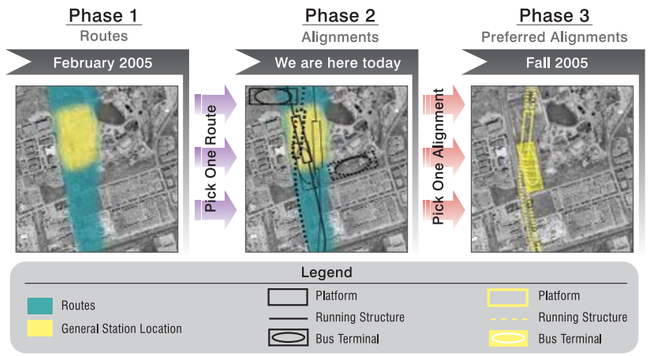
- Evaluating alternative routes (including general station locations);
- Selecting a preferred route;
- Developing alternative alignments (including detailed station, bus terminal and commuter parking locations); and
- Proposing alignment evaluation criteria.

Phase Three will involve:

- Evaluating the alternative alignments;
- Identifying the environmental effects of the preferred subway alignment;
- Evaluating the advantages and disadvantages to the environment; and
- Developing measures to mitigate environmental impacts.

It will take approximately two years to complete the Study. Approval by the Ministry of the Environment is projected for 2006. Upon receiving Environmental Assessment and funding approval, it will take a minimum of seven years until the subway extension is in service.

Choosing The Preferred Subway Extension



What's Been Done So Far

During Phase One, the study team presented eight route options for the subway extension to the public for their comments. Approximately 1,000 people attended Open Houses held at York University and CW Jefferys Collegiate, and 90 people attended the two workshop sessions.

Here's a summary of what we heard from interested parties:

- The Spadina Subway should be extended from Downsview Station to Steeles and, in the long term, to Vaughan Corporate Centre (Jane / Highway 7).
- A few details need to be added to our inventory of existing conditions, including details of York University buildings and the Finch hydro corridor allotment gardens.
- Important issues to be considered for selecting the preferred route include safety, convenient access between subway stations and other transportation modes, minimising noise and vibration impacts, minimising construction and operating costs and maximising revenue.
- Routes 1 and 2 were the favourite routes.

For more details on the public comments received, check out the "Phase One Public Consultation Report", available on our web site.

Following Phase One, the study team carried out a detailed analysis and evaluation of the eight route options and selected Route 1 (displayed on the cover) as the preferred route because it would:

- Offer the greatest number of existing and future residents, employees and York University faculty, staff and students with convenient walking access to stations;
- Provide convenient subway access for passengers transferring from the 36 - Finch West bus service to the proposed Keele/Finch station;
- Minimise property costs and impacts by maximising the length of the subway route running under existing roads; and
- Minimise potential effects on important natural and cultural heritage features.

Get Involved!

Getting your input is an important part of the Environmental Assessment process. The views and opinions of community members are taken into consideration when making decisions such as selecting the preferred alignment, station locations, and other facilities. Of course, there are technical requirements that must also be addressed.

We welcome your input! Choose any of the following ways to participate.

Open Houses:

Drop in to one of our Open Houses taking place on May 17th and 18th (see back page for details).
At the Open Houses, you can view information pertaining to the current phase of the EA process and speak with Study team staff. You will have an opportunity to complete a comment form at the event or mail it back to us in a postage prepaid envelope if you need more time.

Workshop:

Come out to our workshop event on May 18th (see back page for details). The workshop is highly interactive and requires some of your time. It starts with a presentation that provides some general project information and helps clarify the topics of discussion. Participants break into groups of 8 to 10 and work in a "round table" format with a facilitator to guide them through a series of questions on the comment form.

(pre-registration by May 16TH is preferred)

Online Commenting:

Participate online! Log onto the TTC web site at www.ttc.ca (click on the Spadina Subway Extension icon). The web site provides project information (updated regularly) and links you to an online version of the comment form that you can complete and submit from the comfort of your home. Online commenting will be available from May 17 to June 1, 2005.

Phone/Fax/Mail:

Send us your comments by phone, fax or regular mail (see contact details below).

Contact Us

If you have comments or questions about this project, would like to register for the workshop on May 18, 2005, or would like to be on the project mailing list to stay informed of the project's progress, drop us a line!

E-mail: subway.ea@ttc.ca
Telephone: 416-338-3333 (24-hour comment line)
TTY: 416-397-0831
Fax: 416-392-2974

Mail: Spadina Subway Extension
Environmental Assessment Study
Engineering Department
Toronto Transit Commission
1138 Bathurst Street
Toronto, ON M5R 3H2

We look forward to your participation in our Study!

SPADINA SUBWAY EXTENSION

PUBLIC NOTICE

Spadina Subway Extension
Environmental Assessment Study
Public Consultation Phase Two

The Toronto Transit Commission (TTC) and the City of Toronto are conducting an Individual Environmental Assessment (EA) Study (under the Ontario Environmental Assessment Act) for the extension of the Spadina Subway from Downsview Station to Steeles Avenue via York University.

Open Houses/Workshops were held in February during Phase One.

You are now invited to get involved in the Phase Two Open Houses/Workshop. You may comment on:

- the preferred route (selected from the eight possible routes presented during Phase One);
- alignment options within the preferred route, including station concepts that identify possible locations for bus terminals and commuter facilities; and
- criteria that will be used to select the preferred alignment and station locations.

Get Involved! Public Consultation - Phase Two

Tuesday, May 17, 2005
York University
4700 Keele Street

Public Open House
Central Square
3:00 p.m. to 7:00 p.m.

By TTC: From Downsview Station - take the 196 York University Rocket to York University.
From Finch Station - take the 60C Steeles West bus to York University.
By Car: From Keele Street enter on York Boulevard which is south of Steeles Avenue and north of Finch Avenue. Park in any of York University's pay-parking lots.

Wednesday, May 18, 2005
CW Jefferys Collegiate Institute
340 Sentinel Road

Public Open House
4:30 p.m. to 6:45 p.m.
Workshop* (includes presentation)
7:00 p.m. to 9:30 p.m.

*Please register for the C W Jefferys CI workshop by May 16, 2005 (see below).

By TTC: From Downsview Station: Take the 106 York University bus to the Sentinel Road - Hucknall Road stop.
By Car: Turn south off Finch Avenue West, west of Keele Street. There is ample free on-site parking.

Unable to attend the Open Houses/Workshop?
You may submit your comments online from May 17 to June 1, 2005.
Go to www.ttc.ca and click on the Spadina Subway Extension icon.

Workshop Registration* and General Information

To register, to get more information on this Study, or to get on the Study mailing list, please contact the Spadina Subway Extension EA Study Project Team.

TORONTO TRANSIT COMMISSION

Tel: 416-338-3333 **(24-hour comment line)**
TTY: 416-397-0831 **Fax: 416-392-2974**
E-mail: subway.ea@ttc.ca
www.ttc.ca **(click on Spadina Subway Extension icon)**
Mail to:
Thomas G. Middlebrook, P.Eng.
Chief Engineer - Engineering Department
Toronto Transit Commission
1138 Bathurst Street, Toronto, ON M5R 3H2

TORONTO

APPENDIX B
STAKEHOLDER AGENCIES INVITED TO WORKSHOP

- Bombardier
- Canadian Environmental Assessment Agency
- Canadian National Railway
- Canadian Transportation Agency
- City of Toronto Culture
- City of Toronto Fire Services
- City of Toronto Police Services
- City of Toronto Solid Waste Management Services
- City of Toronto Transportation Services
- City of Toronto Urban Development Services
- City of Toronto Water and Waste Water Services
- City of Vaughan
- Department of National Defence
- Department of Fisheries and Oceans
- GO Transit
- Enbridge Pipelines
- Environment Canada
- Hydro One Networks
- Imperial Oil
- Ministry of Culture
- Ministry of the Environment
- Ministry of Natural Resources
- Ministry of Municipal Affairs and Housing
- Ministry of Transportation
- Mississaugas of the Credit First Nation
- National Energy Board
- Ontario Realty Corporation
- Parc Downsview Park
- Sarnia Products
- Shell Canada Products
- Smart Commute – Black Creek
- Sun-Canadian Pipelines
- Toronto Culture
- Toronto District School Board
- Toronto District Catholic School Board
- Toronto Public Health
- Toronto and Region Conservation Authority (including Black Creek Pioneer Village)
- Trans-Northern Pipelines
- York Region
- York University
- York University Development Corporation

APPENDIX C
WORKBOOK

SECTION 1: SELECTION OF ROUTE 1

1. Please review the eight possible ***routes*** ** (Diagrams 1 to 8) and the summary of the evaluation results (Table 1). Route 1 is recommended as the ***preferred route***. During the next phase of the ***Environmental Assessment*** Study, detailed ***alignments***, station locations and ***station facilities*** layouts will be developed for Route 1.

Do you:

- ❑ Agree
- ❑ Somewhat Agree
- ❑ Disagree

with the analysis and selection of Route 1 as the Preferred Route?

If you selected "disagree" please tell us why.

Other comments

** See Glossary (Page 18) for definitions of words marked in ***italics***.

Phase 2 – Public Consultation
May 17 to June 1 2005

SECTION 2: ALIGNMENTS
South Section and North Section

South Section

For your information, review Diagram 9 and Table 2, which show the requirements (called Alignment Generation Criteria) that our Study Team has taken into consideration when developing alignment alternatives (including station locations).

Table 2 – Alignment Generation Criteria

Generation Of Station Concepts And Alignments	
Objectives	**Criteria**
A. Provide subway service to the Keele/Finch area, York University and a new inter-regional transit terminal at Steeles Avenue.	1. Finch West Station - Provide a pedestrian entrance on at least one of the four corners of the Keele/Finch intersection while providing ***commuter facilities*** in the Hydro corridor north of Finch. 2. York University Station - Provide at least one pedestrian entrance in the Commons area of York University. 3. Terminate subway extension on the north side of Steeles Avenue between Keele Street and Jane Street in the vicinity of the proposed Inter-Regional Transit Terminal (see below). 4. Provide for major commuter facilities in the Hydro corridor north of Steeles Avenue at Steeles West Station.
B. Provide improved connections between the TTC subway and GO Transit, York Region Transit and TTC buses.	1. Finch West Station - Provide a 8 to 10 bay ***bus terminal*** with convenient access to bus routes operating on Keele Street and Finch Avenue 2. Sheppard West Station - Locate so that either the GO Platform or the TTC subway station can directly connect to Sheppard Avenue 3. Steeles West Station - Provide a 30 to 35-bay bus terminal for TTC, ***YRT***/***VIVA*** and GO Transit at Steeles West Station 4. Protect for a future connection into York Region via a corridor located west of Jane Street and north of Highway 407.
C. Meet design criteria for subway extension.	1. Meet minimum ***geometric design standards***: a. Absolute ***minimum radius*** – 300 b. Desirable minimum radius – 750 m c. All station must be on tangent (straight) track that is at least 200 m long. 2. Construct stations using open cut methods. 3. Maintain a two-minute ***headway*** (frequency of trains) at station locations. 4. Provide ***crossover*** and ***storage tracks*** to achieve operational flexibility.
D. Avoid (if possible) constraints to subway development.	1. Construct under road right-of-way to avoid disruption and minimize property acquisition 2. Provide minimum clearance to petroleum storage facilities 3. Avoid structures with deep foundations (buildings and existing bridges) 4. Construct below existing grade to minimize impacts to crossing roads, and adjacent properties.

Please review Diagram 10, which shows 4 alternatives for the south section of the alignment. Please note that all alignments protect for two possible locations for the Sheppard West station, either east or west of the GO Rail Bradford Line.

2a. What are the advantages and disadvantages (i.e. "pros" and "cons") of the 4 southern alignment alternatives?

Alternative	Advantages (Pros)	Disadvantages (Cons)
S1		
S2		
S3		
S4		

2b. Please use the space below to give us any other comments on the southern alignments.

North Section

Please review Diagram 11, which shows 3 alternatives for the north section of the alignment.

2c. What are the advantages and disadvantages (i.e. "pros" and "cons") of the 3 northern alignment alternatives?

Alternative	Advantages (Pros)	Disadvantages (Cons)
N1		
N2		
N3		

2d. Please use the space below to give us any other comments on the northern alignments.

SECTION 3: STATIONS
Finch West Station and Steeles West Station

This section requests comments on station layout options for Finch West and Steeles West Station. These were developed based on preliminary plans for the rerouting of bus services, passenger demand forecasts and availability of lands for ***commuter parking***. Please note that because only pedestrian entrances would be provided at York University and Sheppard West stations, no layouts of station surface facilities have been developed at this time. These will be presented for review and comment during Phase 3 of the Study.

Finch West Station

Finch West Station will include the following facilities:

- ***Pedestrian Entrances*** (number and locations to be determined during Phase 3 of the Study)
- TTC ***Bus Terminal*** (8-10 bays)
- ***Passenger Pick-up and Drop-off***
- ***Commuter Parking*** (400 spaces)

Please review Diagrams 12-16, which show 5 different options for Finch West Station**. Table 3 summarizes the main features of each option.**

Table 3 – Finch West Station Layout Options

Option	Bus Terminal	Possible Pedestrian Entrance Locations	Commuter Parking	Passenger Pick-up and Drop-off
1	East side of Keele Street, south of ***Finch Hydro corridor***	• North-west corner, • North-east corner, • South-east corner and/or • South-west corner of Keele/Finch intersection	Finch Hydro Corridor, east of Keele Street	Finch Hydro Corridor, west of Keele Street
2	North and east of Keele/Finch intersection	Same as Option 1	Same as Option 1	Same as Option 1
3	South-west corner of Keele/Finch intersection	• North-west corner, • North-east corner, and/or • South-west corner of Keele/Finch intersection	Same as Option 1	Same as Option 1
4	North-west corner of Keele/Finch intersection	• North-west corner, • North-east corner, • South-east corner of Keele/Finch intersection, and/or • West side of Keele Street, north of Finch Avenue West	Same as Option 1	Same as Option 1
5	South and east of Keele/Finch intersection	Same as Option 1	Same as Option 1	Same as Option 1

Phase 2 – Public Consultation
May 17 to June 1 2005

3a. What are the advantages and disadvantages (i.e. "Pros" and "Cons" of the 5 Finch West Station options?

Option	Advantages (Pros)	Disadvantages (Cons)
1		
2		
3		
4		
5		

3b. Please use the space below to give us any other comments on the Finch West Station options.

Steeles West Station

Steeles West Station will include the following facilities:

- Pedestrian Entrances (number and locations to be determined during Phase 3 of the Study)
- TTC, York Region Transit/VIVA and GO Transit Inter-regional Bus Terminal (30-35 bays)
- Passenger Pick-up and Drop-off
- Commuter Parking (3,000 spaces)

Please review Diagrams 17-20, which show 4 different options for Steeles West Station. **Table 4 summarizes the main features of each option.**

Table 4 – Steeles West Station Layout Options

Option	Bus Terminal(s)	Possible Pedestrian Entrance Locations	Commuter Parking	Passenger Pick-up and Drop-off
1a	North of Steeles Avenue between proposed Streets B and C AND south-east corner of North-West Gate/Steeles intersection	• North side of Steeles Avenue, • South side of Steeles Avenue, and/or • Steeles Hydro Corridor.	***Steeles Hydro Corridor***	Steeles Hydro Corridor
1b	North of Steeles Avenue, east and west of proposed Street C AND south-east corner of North-West Gate/Steeles intersection	• South side of Steeles Avenue and/or • Steeles Hydro Corridor.	Same as Option 1A	Same as Option 1A
2	North of Steeles Avenue, east of proposed Street C AND Steeles Hydro Corridor	• South side of Steeles, east side of North-West Gate, • South side of Steeles, west side of North-West Gate, and/or • Steeles Hydro Corridor.	Same as Option 1A	South-west corner of North-West Gate/Steeles intersection
3	Two-Level facility, north of Steeles Avenue, east of proposed Street C	• South side of Steeles, west side of North-West Gate, and/or • Steeles Hydro Corridor.	Same as Option 1A	Same as Option 1A

3c. What are the advantages and disadvantages (i.e. "Pros" and "Cons" of the 4 Steeles West Station options?

Option	Advantages (Pros)	Disadvantages (Cons)
1a		
1b		
2		
3		

3d. Please use the space below to give us any other comments on the Steeles West Station options.

SECTION 4: CRITERIA AND INDICATORS

The following analysis table (Table 5) shows proposed criteria and ***indicators*** that will be used by the Study Team to evaluate the alignment alternatives and station options. The indicators have been developed to measure the extent to which the alignment alternatives and station options meet the project objectives and criteria. **Please review this table.**

Table 5 – Analysis Table

COLUMN 1	COLUMN 2	COLUMN 3
Objectives	**Criteria**	**Indicators**
A Provide subway service to the Keele/Finch area, York University and a new inter-regional transit terminal at Steeles Avenue.	A1 Potential for riders to walk to local stations.	A1.1 Existing population and employment within 500 m walking distance of stations. A1.2 Future population and employment within 500 m walking distance of stations. A1.3 Student/Faculty/Staff within 500m distance of York University station.
	A2 Speed and comfort for subway passengers.	A2.1 Travel time from Downsview Station to Steeles West Station. A2.2 Number and type of curves.
B Provide improved connections between the TTC subway and GO Transit, York Region Transit and TTC buses.	B1 Convenience for transfers from bus and train (including Wheel-Trans).	B1.1 Transfer time from bus to subway at Steeles West Station and Finch West Station. B1.2 Transfer time from GO Rail to subway at Sheppard West Station. B1.3 Delay time for passengers on the 36-Finch West and 41-Keele bus routes.
	B2 Convenience for other travel ***modes*** (Taxi, bicycle, pedestrians, Wheel-Trans, passenger pick up and drop off, commuter parking, ambulatory/non-ambulatory disabled persons).	B2.1 Connections to the City of Toronto and City of Vaughan cycling network. B2.2 Transfer time from other travel modes. B2.3 Quality of walking environment for other travel modes.
	B3 Ability to accommodate future subway extension into York Region.	B3.1 Environmental factors which could be affected by a future subway extension into York Region. B3.2 Number and type of curves.
C Support local population and employment growth.	C1 Maximize redevelopment potential in support of the subway extension.	C1.1 Ability to combine stations with the existing and future built forms.
	C2 Maximize the potential to create a high quality urban/ pedestrian environment.	C2.1 Potential to enhance the existing and future built form and create a safe pedestrian, cyclist and transit rider environment.
D Minimize adverse ***environmental***	D1 Potential effects on natural heritage features.	D1.1 Direct effects on ***aquatic*** and ***terrestrial*** landscapes, ***ecosystem***/communities, and

COLUMN 1	COLUMN 2	COLUMN 3
Objectives	**Criteria**	**Indicators**
effects.		population/species. D1.2 Indirect effects on aquatic and terrestrial landscapes, ecosystem/communities, and population/species.
	D2 Potential effects on ***hydrogeology*** and ***geology***.	D2.1 ***Groundwater*** impacts. D2.2 Potential for erosion.
	D3 Potential effects on ***hydrology***.	D3.1 Area of ***flood storage capacity*** removed. D3.2 Length/area of ***watercourses/waterbodies*** altered. D3.3 Ease and effectiveness of stormwater management at subway facilities
	D4 Potential effects on socio-economic features.	D4.1 Direct effects on residences, businesses and community/recreational/institutional facilities. D4.2 Indirect effects on residences, businesses and community/recreational/institutional facilities.
	D5 Potential effects on pedestrian and traffic access/flow.	D5.1 Number of permanent road closures or access modifications. D5.2 Traffic impacts from station facilities. D5.3 Impact on safety.
	D6 Effects on freight and rail passenger service and its signal systems at the Sheppard West subway station.	D6.1 Impacts on operation of the CN Newmarket/GO Bradford rail line.
	D7 Potential effects on cultural heritage resources.	D7.1 Direct effects on archaeological sites, built heritage features and cultural landscapes. D7.2 Indirect effects on archaeological sites, built heritage features and cultural landscapes.
E Achieve reasonable capital and operating costs.	E1 Minimize the ***capital costs***.	E1.1 Capital costs including subway surface facilities, fleet and storage.
	E2 Minimize the property costs.	E2.1 Total property cost. E2.2 Potential ***environmental cleanup costs***.
	E3 Minimize the ***net operating costs***.	E3.1 The dollar value of net fare and other revenues (including commuter parking). E3.2 Operations and maintenance cost of subway extension including ***feeder bus*** operations.

4a. What three criteria (see Column 2) are the most important for selecting the preferred alignment and station options? Please let us know why these criteria are important.

Rank	Criteria (example: A1)	Why it is Important
1		
2		
3		

4b. Would you make any changes to the indicators (see Column 3)?

- ❑ I have no comments.
- ❑ I would modify an indicator(s).
- ❑ I would add a new indicator(s).

Please describe your recommended addition(s) or modification(s) below. If you are modifying an indicator(s), don't forget to give the reference number (Example: A.1.1)

SECTION 5: CLOSING COMMENTS

Consultations

Please provide feedback on any of the public consultation opportunities that apply to you.

	Great	Good	Fair	Poor
Open House	❑	❑	❑	❑
Workshop	❑	❑	❑	❑
Online commenting	❑	❑	❑	❑
Presentation	❑	❑	❑	❑
Newsletter	❑	❑	❑	❑
Other_____	❑	❑	❑	❑

How did you find out about the online public consultation opportunities? Please as many boxes as apply.

❑ Toronto Star	❑ email	❑ newsletter
❑ Community Newspaper(s)	❑ TTC web site	❑ Notice at library or community centre
❑ Metro Newspaper	❑ Direct mail (I am on project mailing list)	❑ Word of mouth
❑ York University web site	❑ Other (describe)	❑ Other (describe)

This section is provided for other comments.

Thanks for your comments!

Personal Contact Information (Please Print)

Name										
Organization (if any)										
	☐ I am already on the mailing list If you are already on the mailing list you do not need to complete this form.									
Address										
City/Province										
Postal Code										
Telephone	(		)							
Extension										
Fax	(		)							
Email Address										

Preferences

	Yes	No	
1	☐	☐	**I would like to be added to the project mailing list.** *This means you will receive future notices and other information related to the project.*
2	☐	☐	**I agree that my personal contact information can be shared with my local City of Toronto Councillor.**
3	☐	☐	**I would prefer that most mailings be through email.** *Exceptions will include materials that cannot be emailed.*

To make a comment or ask a question about this or any other project, please call our 24-hour Comment Line at 416-338-3333. TTY 416-397-0831 or e-mail us at subway.ea@ttc.ca

Personal information on this form is collected under the authority of the *City of Toronto Act*, 1997 (No. 2), S.O. 1997, Chapter 26, Part IV, and Toronto Transit Commission's June 16, 2004 report (Spadina Subway Extension). The information is used to consider your views on the Spadina Subway Extension Environmental Assessment, respond to questions/concerns, related mailings and for aggregate statistical reporting. Questions about this collection can be directed to the Toronto Transit Commission, Chief Engineer – Engineering, 1900 Yonge Street, Toronto, ON M4S 1Z2 or you may leave your name, phone number and a message at 416-338-3333 and TTC staff will contact you within one (1) business day.

Glossary

Alignment
Refers to the specific horizontal and vertical location of the subway tracks.

Aquatic
Term which means water-based.

Bus Terminal
Off-street structures for loading and unloading bus passengers.

Concourse Level
The level of the subway station located between the street level and the platform level.

Capital Costs
Costs for design and construction (includes stations, commuter facilities, tunnels structures as well as maintenance and storage facilities) and for purchase of subway trains.

Commuter Facilities
Refers to surface facilities (including bus terminals, commuter parking and passenger pick-up and drop-off) at subway stations for the use of passengers transferring between other transportation modes and the subway.

Commuter Parking
Parking lot(s) provided at subway station for the use of car drivers to park and then transfer to the subway.

Crossover Tracks
A stretch at which the ordinarily parallel sets of tracks cross each other, primarily so that trains can change direction easily.

Ecosystem
Consists of the air, land, water, and living organisms, including humans, and the interactions among them. It includes the community of living things and the complex of physical and chemical factors forming the environment.

Environment
Environment as defined in the Ontario Environmental Assessment Act means:
a) air, land or water;
b) plant and animal life, including human life;
c) the social, economic and cultural conditions that influence the life of humans or a community;
d) any building, structure, machine or other device or thing made by humans;
e) any solid, liquid, gas, odour, heat, sound, vibration or radiation resulting directly or indirectly from human activities; or
f) any part or combination of the foregoing and the interrelationships between any two or more of them, in or of Ontario.

Environmental Assessment (EA)
A decision-making process used to determine the advantages and disadvantages to the environment of proceeding with a proposed project. Under the Ontario Environmental Assessment Act, the Spadina Subway Extension is required to undergo an Environmental Assessment before a decision is made on whether or not the project should proceed.

For more information about environmental assessments and the process, visit the Ontario Ministry of the Environment web site at: www.ene.gov.on.ca

Environmental Clean up Costs
Refers to the costs to treat and remove contaminated soils and materials.

Evaluation Criteria
Principle or standard on which a judgement or decision may be based.

Feeder Buses
Buses that serve subway stations.

Finch Hydro Corridor
Refers to the corridor of hydro towers, which is located about 200 metres north of Finch Avenue West. The formal name is Richview-Cherrywood Hydro Corridor.

Flood Storage Capacity
The volume of surface water that can be contained within the floodplain during flood events.

Geology
The scientific study of the origin, composition and structure of the earth.

Geometric Design Standards
Refers to engineering requirements used to design the layout and location of subway tracks.

Headway
The time separation between two vehicles, both travelling in the same direction (i.e. service frequency).

Hydrology
Refers to the scientific study of water systems, on and under the earth's surface and in the atmosphere.

Hydrogeology
Refers to the scientific study of groundwater (i.e. water located below the surface of the ground).

Indicator
Characteristic or attribute which can be measured, i.e. data.

Minimum Radius
A geometric design standard for horizontal curves in the subway alignment, which refers to the tightest permitted curve. This standard is used to ensure that trains operate at efficient speeds while providing a smooth and comfortable ride for subway passengers.

Mode
Means of transportation. Examples include subway, private car, taxi, bicycle and walking.

(Net) Operating Costs
Refer to the costs to operate and maintain the Spadina Subway Extension minus bus operating cost savings (due to replacement of buses by subway service).

Passenger Pick-up and Drop-off
A designated part of the subway station for dropping off and picking up passengers by private car.

Pedestrian Entrance
Location at street level where pedestrians enter a subway station.

Platform
The area of the subway station which passengers use to enter and exit subway trains.

Preferred Route
Refers to the Spadina Subway Extension route recommended by the Study Team for the development of detailed alignment alternatives.

Route
General corridor between Downsview Station and Steeles Avenue, linking general subway station locations. These were developed in Phase One and have been evaluated in Phase Two of the Environmental Assessment.

Spadina Subway
Refers to the St. George Station to Downsview Station section of the Yonge-University-Spadina Subway.

Storage Tracks
Tracks that are used to store trains that are out of service or to turn trains to operate in the opposite direction.

Subway
An electric railway, with the capacity for a heavy volume of traffic, operating completely separate from all modes of transportation in an exclusive right-of-way.

Subway Station
A passenger facility on a subway, which provides access to subway trains. A subway station always includes pedestrian entrances and may also include other commuter facilities, such as parking and bus stops or terminals.

Terrestrial
Term which means land-based.

Surface Facilities
Associated station facilities, including bus bays, passenger pick-up and drop-off, commuter parking, access roads, taxi stands and bicycle racks.

Steeles Hydro Corridor
Refers to the corridor of hydro towers, which is located about 200 metres north of Steeles Avenue West. The formal name is Claireville-Cherrywood Hydro Corridor.

VIVA
VIVA refers to the bus rapid transit system that is currently being implemented by York Region. Service will commence in September 2005. For more information, visit the VIVA web site at: www.vivayork.com.

Waterbody
Refers to ponds, lakes or wetlands.

Watercourse
Refers to streams, rivers or canals.

YRT
York Region Transit

1075928

APPENDIX D
OPEN HOUSE PRESENTATION PANELS AND HANDOUTS

Welcome to our
Open House

Spadina Subway Extension Environmental Assessment

Please sign in

The Spadina Subway Extension Environmental Assessment

The Toronto Transit Commission and the City of Toronto are undertaking an Individual Environmental Assessment (EA) to update the subway extension EA approved in 1994.

Today's Open House provides the opportunity to get involved in the planning of this subway extension. Today we will be presenting:

- Analysis of alternative routes
- Preferred Route
- Alternative alignments and station concepts
- Evaluation criteria and indicators
- Next steps

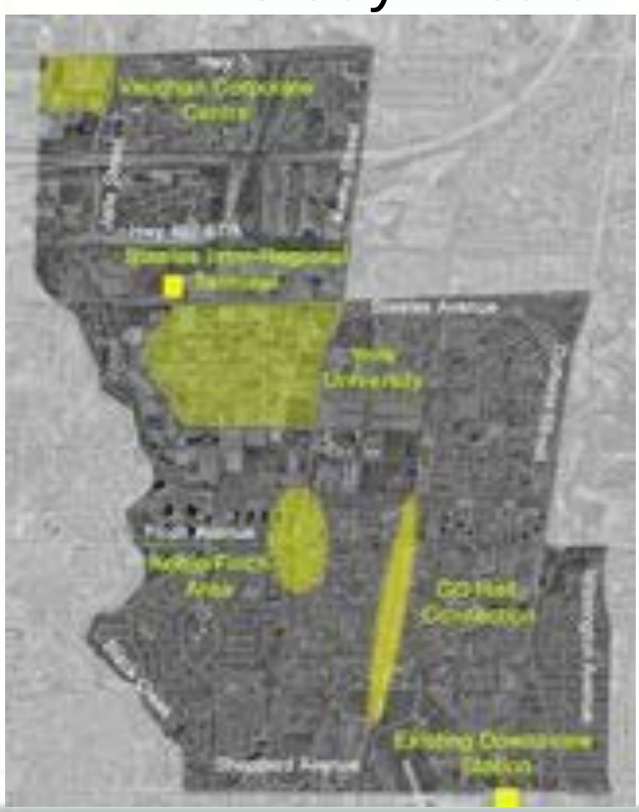
What is an Environmental Assessment?

An Environmental Assessment (EA) is a decision-making process used to determine advantages and disadvantages to the environment of proceeding with a proposed project.

What is a Terms of Reference

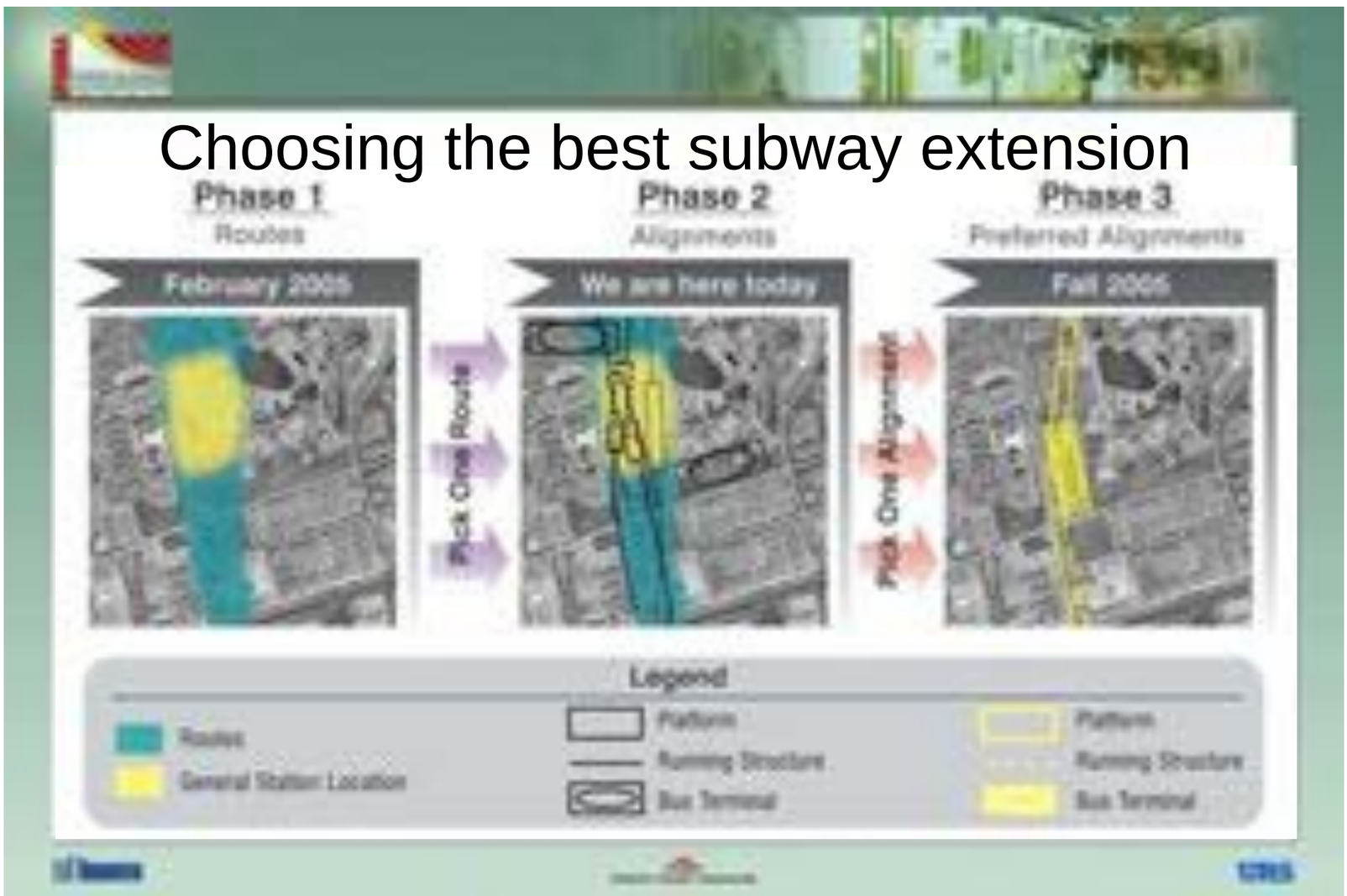
The Terms of Reference provides a framework for the preparation of the EA and a benchmark for the subsequent review and approval of the EA.

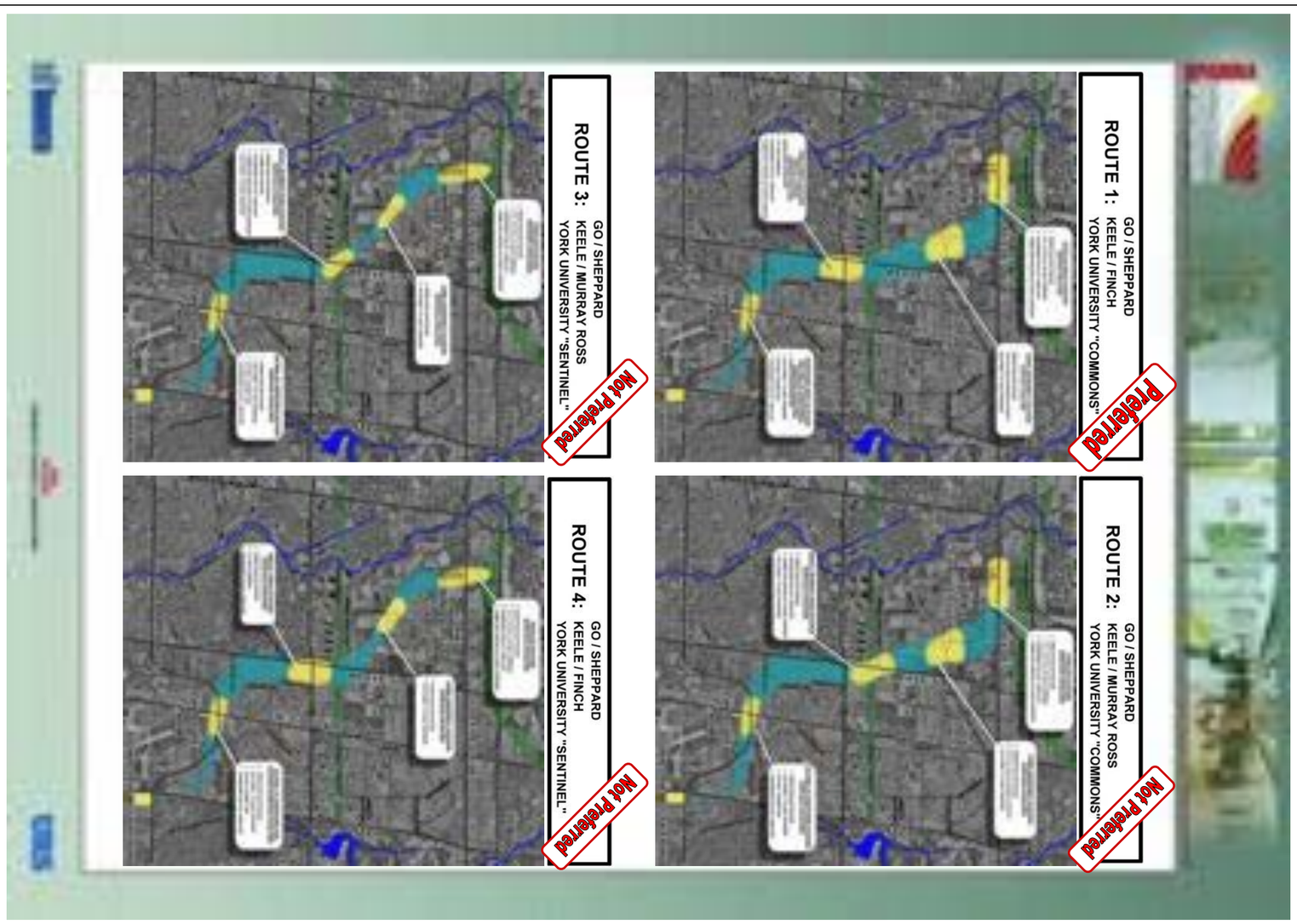
Study Area and Project Objectives

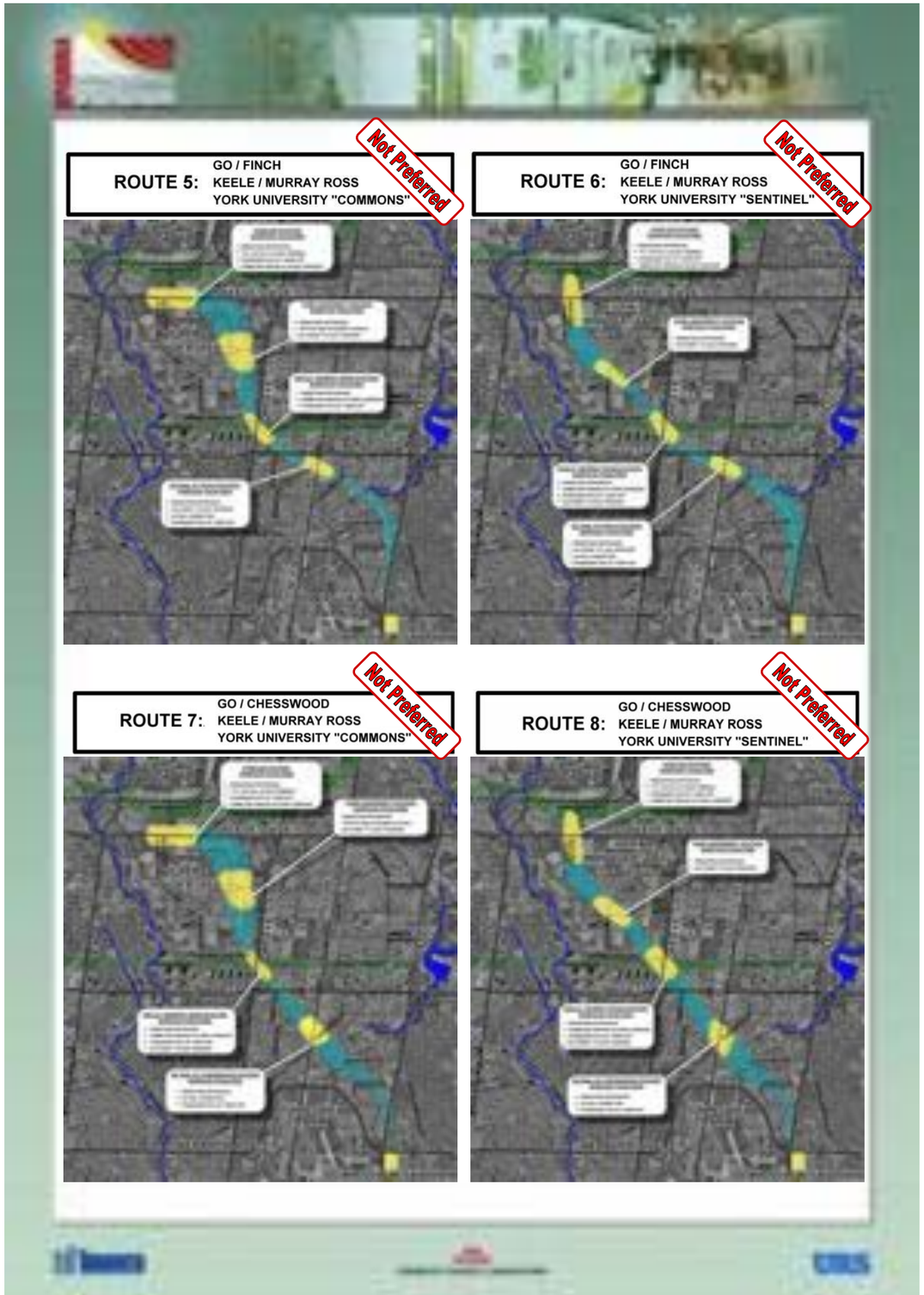


- Extend subway to the Keele/Finch, York University and Steeles
- Connect to GO, York Region Transit / VIVA and TTC buses
- Support for local population and employment
- Minimize adverse environmental effects
- Achieve reasonable costs

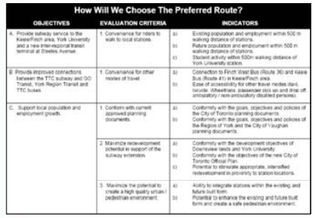
Choosing the best subway extension







How Routes were Evaluated

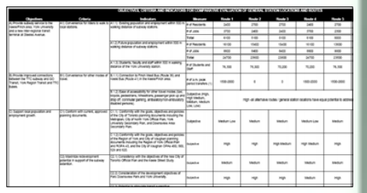


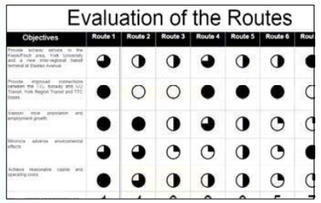
STEP 1

FINALIZE CRITERIA AND INDICATORS BASED ON COMMENTS RECEIVED DURING THE FIRST ROUND OF CONSULTATION

STEP 2

USE SPECIFIC MEASURES TO IDENTIFY THE DIFFERENCES BETWEEN EACH ROUTE





STEP 3

ON AN INDICATOR LEVEL, USE THE DIFFERENCES IDENTIFIED TO RANK THE ROUTES FROM MOST PREFERRED TO LEAST PREFERRED

STEP 4

THE PREFERRED ROUTE

Evaluation of the Routes

Objective		Indicator	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7	Route 8
A)	Provide subway service to the Keele/Finch area, York University and a new inter-regional transit terminal at Steeles Avenue.	• Existing Population and employment within 500m walking distance of stations. • Future population and employment within 500m walking distance of stations. • Student activity within 500m walking distance of York University station.	◕	◑	◑	◕	◑	◑	●	●
B)	Provide improved connections between the TTC subway and GO Transit, York Region Transit and TTC buses.	• Connection to Finch West Bus (Route 36) and Keele Bus (Route 41) in Keele/Finch Area. • Ease of accessibility for other travel modes (taxi, bicycle, Wheel-Trans, passenger pick up and drop off, ambulatory / non-ambulatory disabled persons).	●	◕	◕	●	●	●	◕	◕
C)	Support local population and employment growth.	• Conform with the City of Toronto planning documents. • Conform with the the Region of York and the City of Vaughan planning documents. • Conform with the development objectives of Downsview lands and York University. • Potential to stimulate transit supportive development in proximity to station locations. • Ability to integrate stations within the existing and future built form. • Potential to enhance the existing and future built form and create a safe pedestrian environment.	●	●	◑	◕	◑	◔	◔	○
D)	Minimize adverse environmental effects.	• Proximity to residential neighborhoods. • Length of subway route within Keele Industrial Area. • Proximity to sensitive operations at York University. • Proximity to important natural and cultural heritage areas/features.	◕	◕	◔	◔	◑	◔	●	◔
E)	Achieve reasonable capital and operating costs.	• Length of subway route. • Total number of passengers on the subway extension. • Length of subway route within existing road rights-of-way.	●	◕	◑	◑	◑	◔	◔	○
OVERALL ORDER OF PREFERENCE			1	2	6	3	5	7	4	8

Most Preferred ● ◕ ◑ ◔ ○ Least Preferred

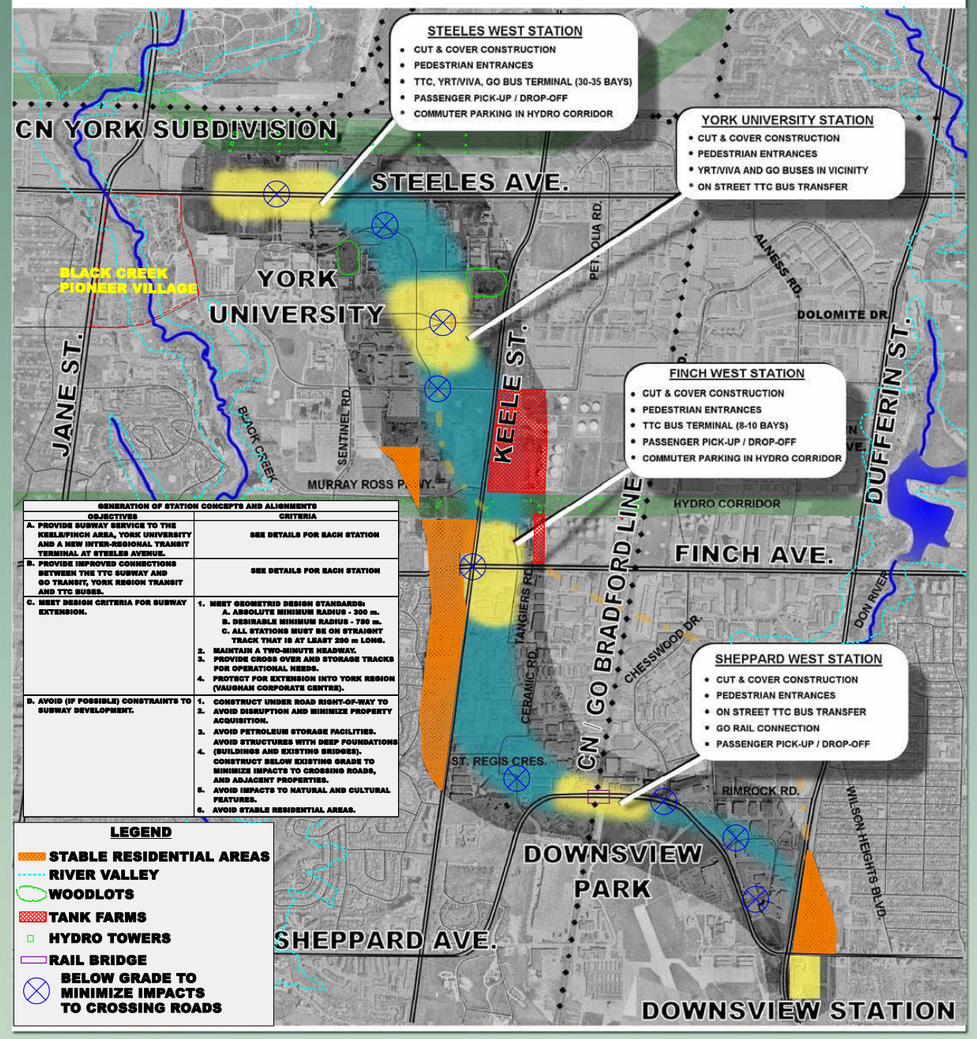
The Preferred Route

Route 1 is the preferred route.
The benefits include:

- The Finch West station directly connects to the 36 Finch West bus - one of the busiest routes in Toronto
- The York University station is in the Commons area - a transit hub for the university
- The Sheppard West station connects to the GO Bradford line and encourages redevelopment in Downsview lands
- The alignments use Keele Street which reduces property impacts and costs
- The alignment minimizes impacts to the natural environment and avoids Black Creek and Dufferin Creek
- The alignment protects for a future extension into York Region and Vaughan Corporate Centre

SPADINA SUBWAY EXTENSION

ALIGNMENT GENERATION CRITERIA



GENERATION OF STATION CONCEPTS AND ALIGNMENTS	
OBJECTIVES	CRITERIA
A. PROVIDE SUBWAY SERVICE TO THE KEELE/FINCH AREA, YORK UNIVERSITY AND A NEW INTER-REGIONAL TRANSIT TERMINAL AT STEELES AVENUE.	SEE DETAILS FOR EACH STATION
B. PROVIDE IMPROVED CONNECTIONS BETWEEN THE TTC SUBWAY AND GO TRANSIT, YORK REGION TRANSIT AND TTC BUSES.	SEE DETAILS FOR EACH STATION
C. MEET DESIGN CRITERIA FOR SUBWAY EXTENSION.	1. MEET GEOMETRIC DESIGN STANDARDS: A. ABSOLUTE MINIMUM RADIUS - 300 m. B. DESIRABLE MINIMUM RADIUS - 750 m. C. ALL STATIONS MUST BE ON STRAIGHT TRACK THAT IS AT LEAST 250 m LONG. 2. MAINTAIN A TWO-MINUTE HEADWAY. 3. PROVIDE CROSS OVER AND STORAGE TRACKS FOR OPERATIONAL NEEDS. 4. PROTECT FOR EXTENSION INTO YORK REGION (VAUGHAN CORPORATE CENTRE).
D. AVOID (IF POSSIBLE) CONSTRAINTS TO SUBWAY DEVELOPMENT.	1. CONSTRUCT UNDER ROAD RIGHT-OF-WAY TO 2. AVOID DISRUPTION AND MINIMIZE PROPERTY ACQUISITION. 3. AVOID PETROLEUM STORAGE FACILITIES. AVOID STRUCTURES WITH DEEP FOUNDATIONS (BUILDINGS AND EXISTING BRIDGES). 4. CONSTRUCT BELOW EXISTING GRADE TO MINIMIZE IMPACTS TO CROSSING ROADS, AND ADJACENT PROPERTIES. 5. AVOID IMPACTS TO NATURAL AND CULTURAL FEATURES. 6. AVOID STABLE RESIDENTIAL AREAS.

LEGEND

- STABLE RESIDENTIAL AREAS
- RIVER VALLEY
- WOODLOTS
- TANK FARMS
- HYDRO TOWERS
- RAIL BRIDGE
- BELOW GRADE TO MINIMIZE IMPACTS TO CROSSING ROADS

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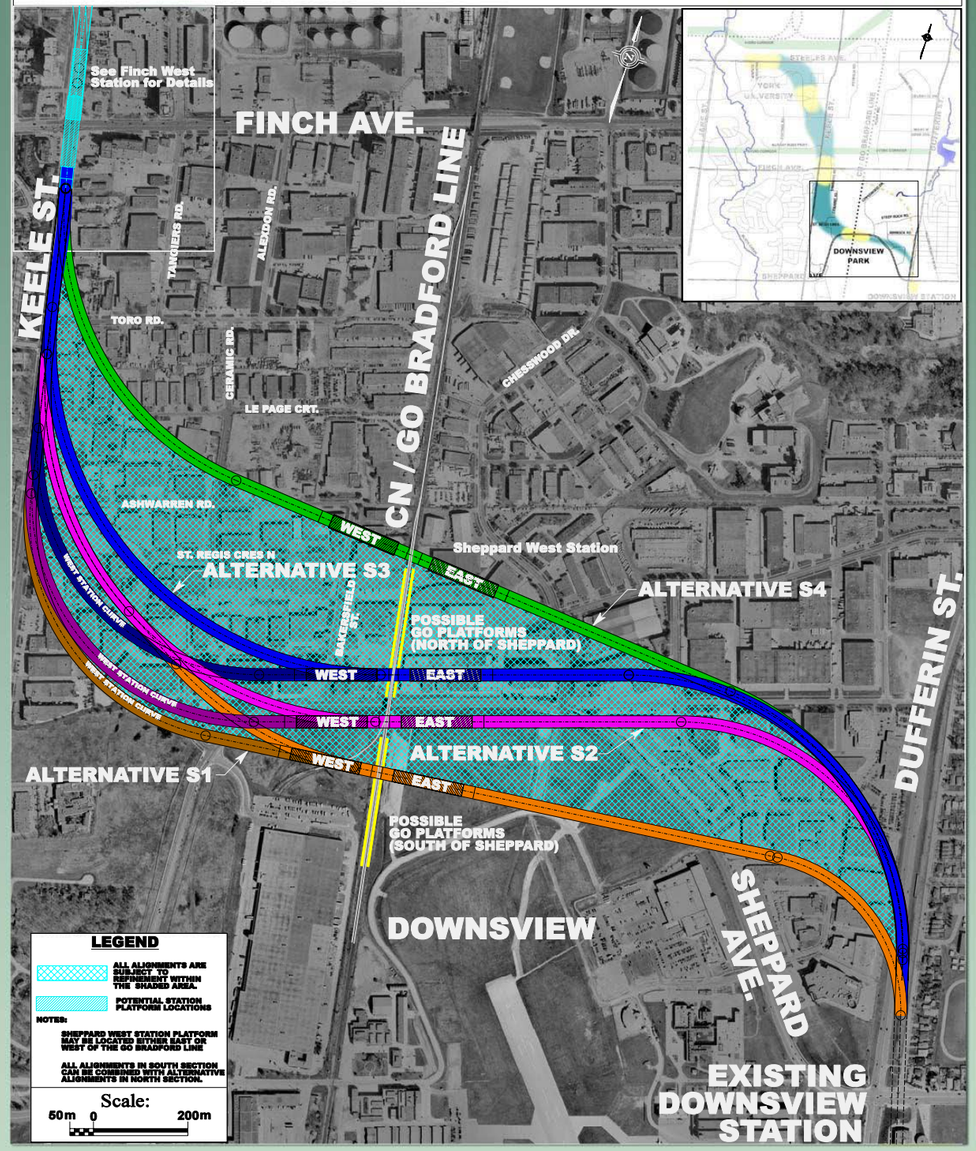
SPADINA SUBWAY EXTENSION

ALTERNATIVE ALIGNMENTS - SOUTH SECTION



LEGEND

- ALL ALIGNMENTS ARE SUBJECT TO REFINEMENT WITHIN THE SHADED AREA.
- POTENTIAL STATION PLATFORM LOCATIONS

NOTES:

SHEPPARD WEST STATION PLATFORM MAY BE LOCATED EITHER EAST OR WEST OF THE GO BRADFORD LINE

ALL ALIGNMENTS IN SOUTH SECTION CAN BE COMBINED WITH ALTERNATIVE ALIGNMENTS IN NORTH SECTION.

Scale: 50m 0 200m

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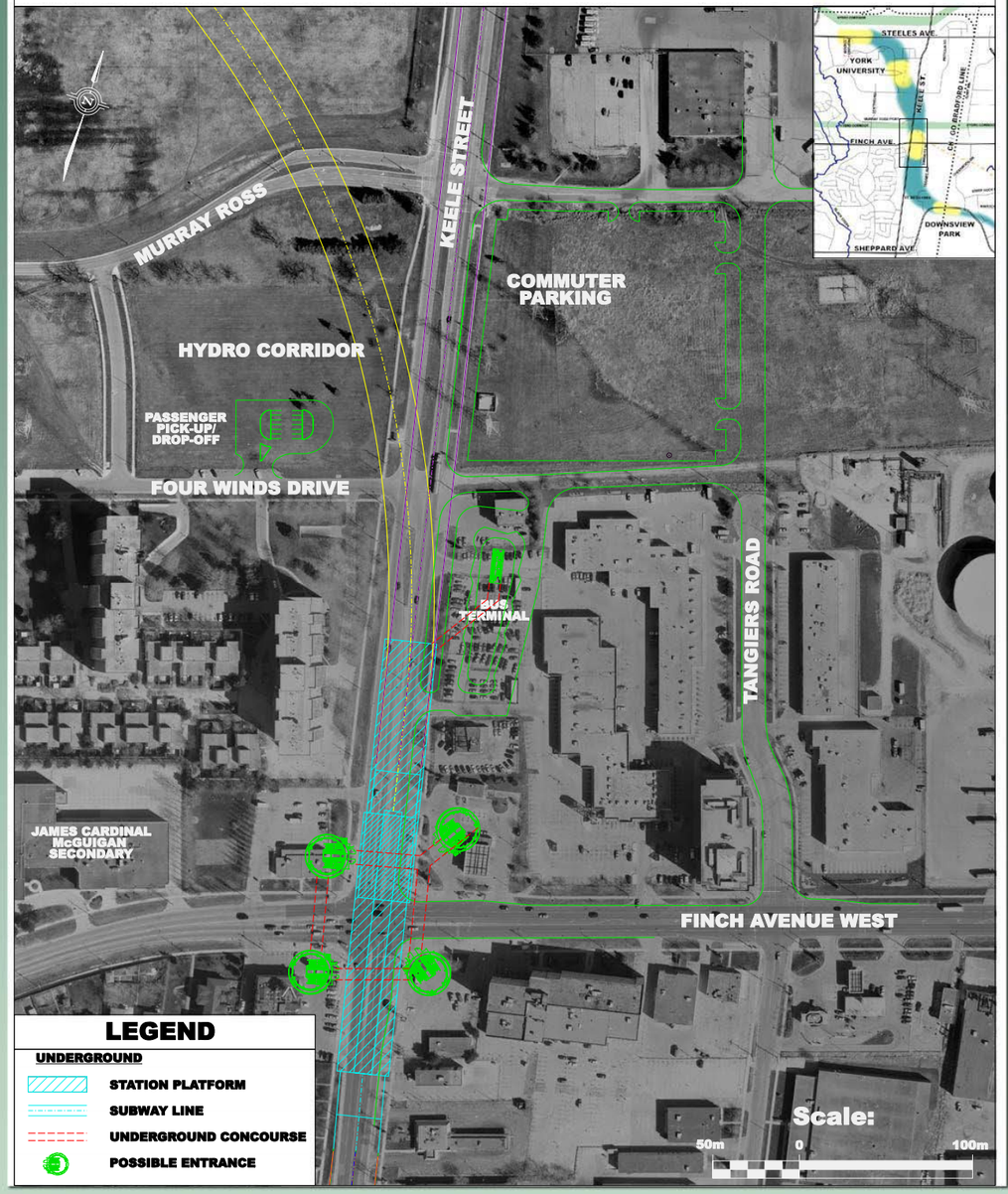
SPADINA SUBWAY EXTENSION

FINCH WEST STATION OPTION 1



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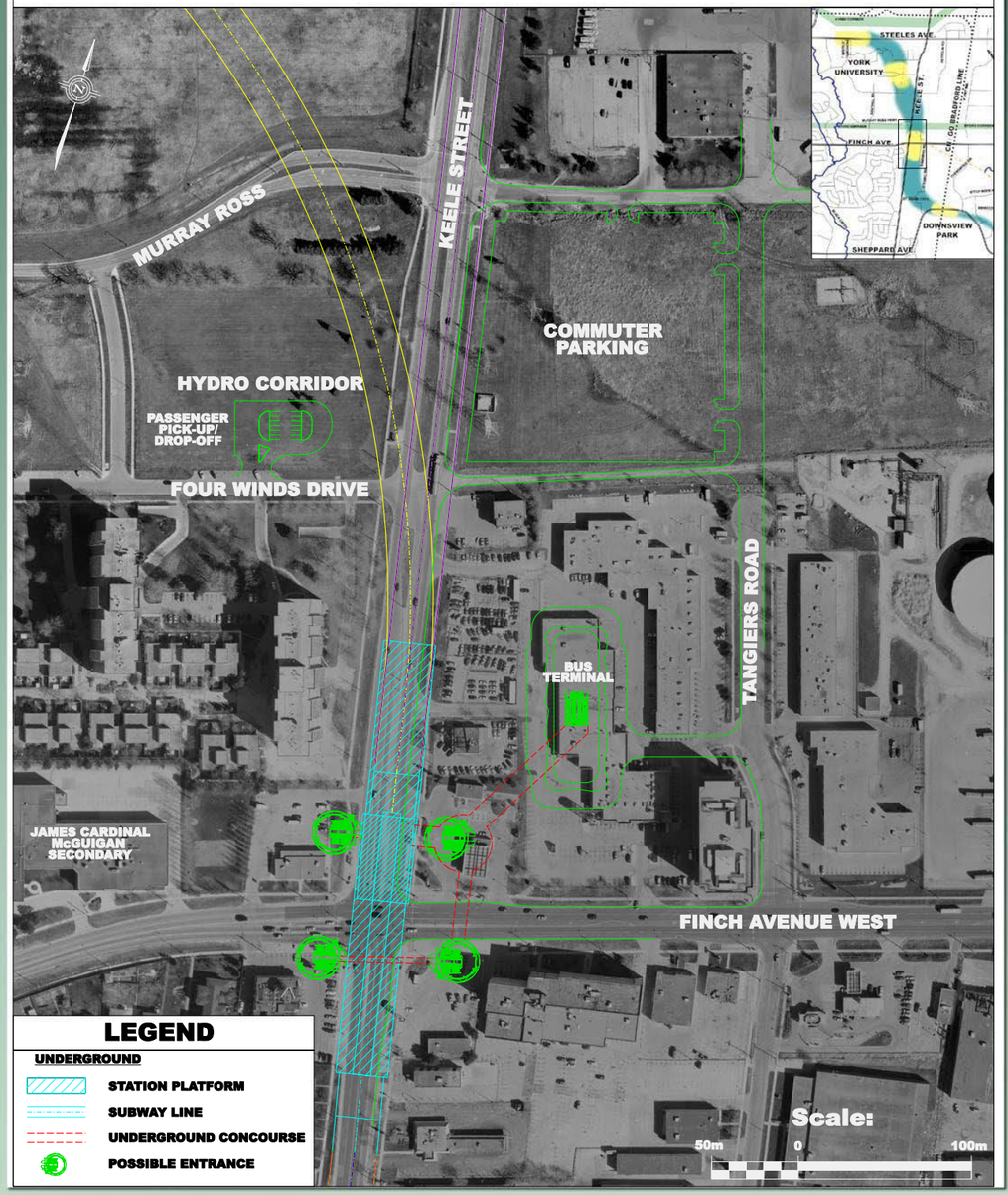
SPADINA SUBWAY EXTENSION

FINCH WEST STATION OPTION 2



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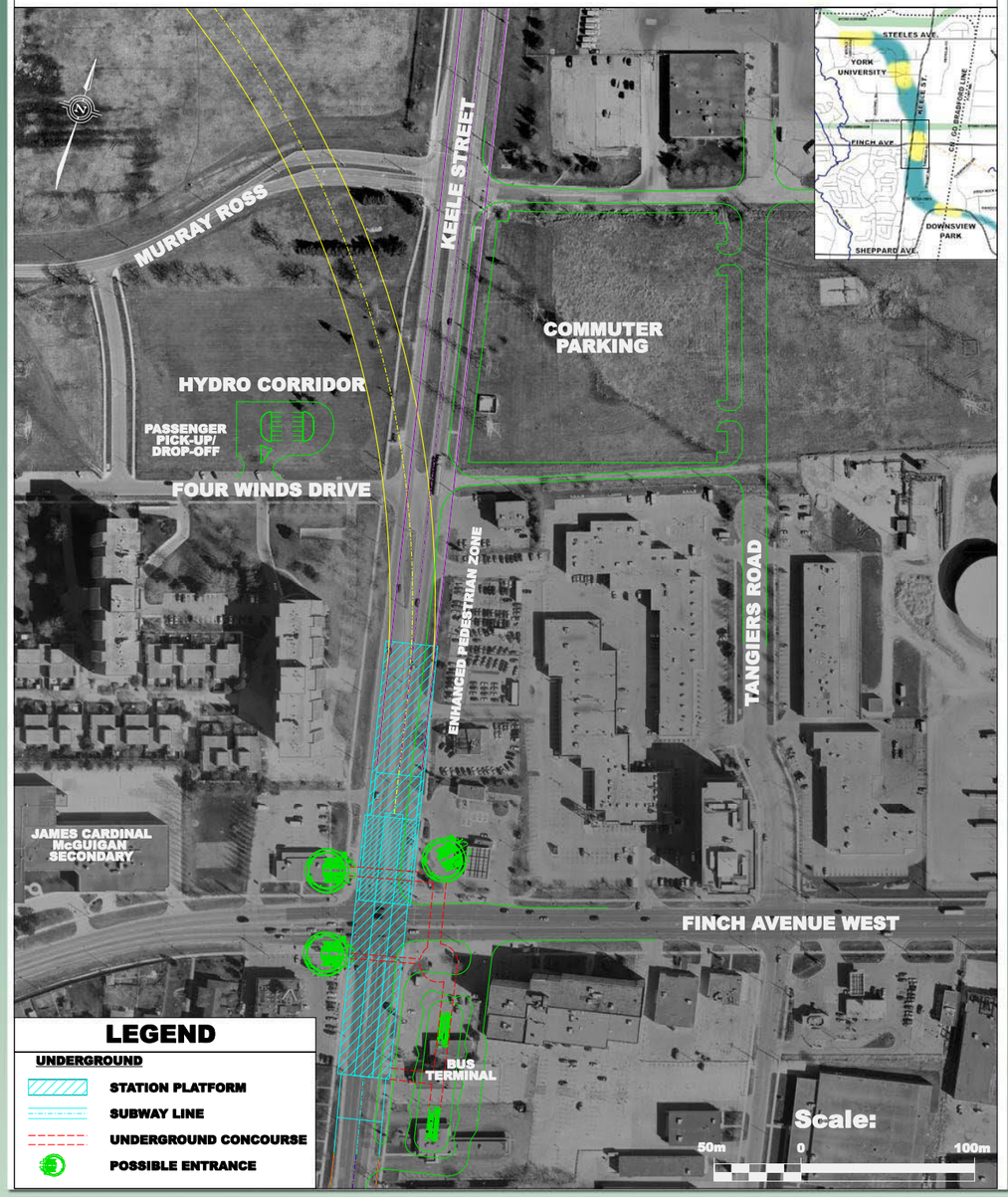
SPADINA SUBWAY EXTENSION

FINCH WEST STATION OPTION 3



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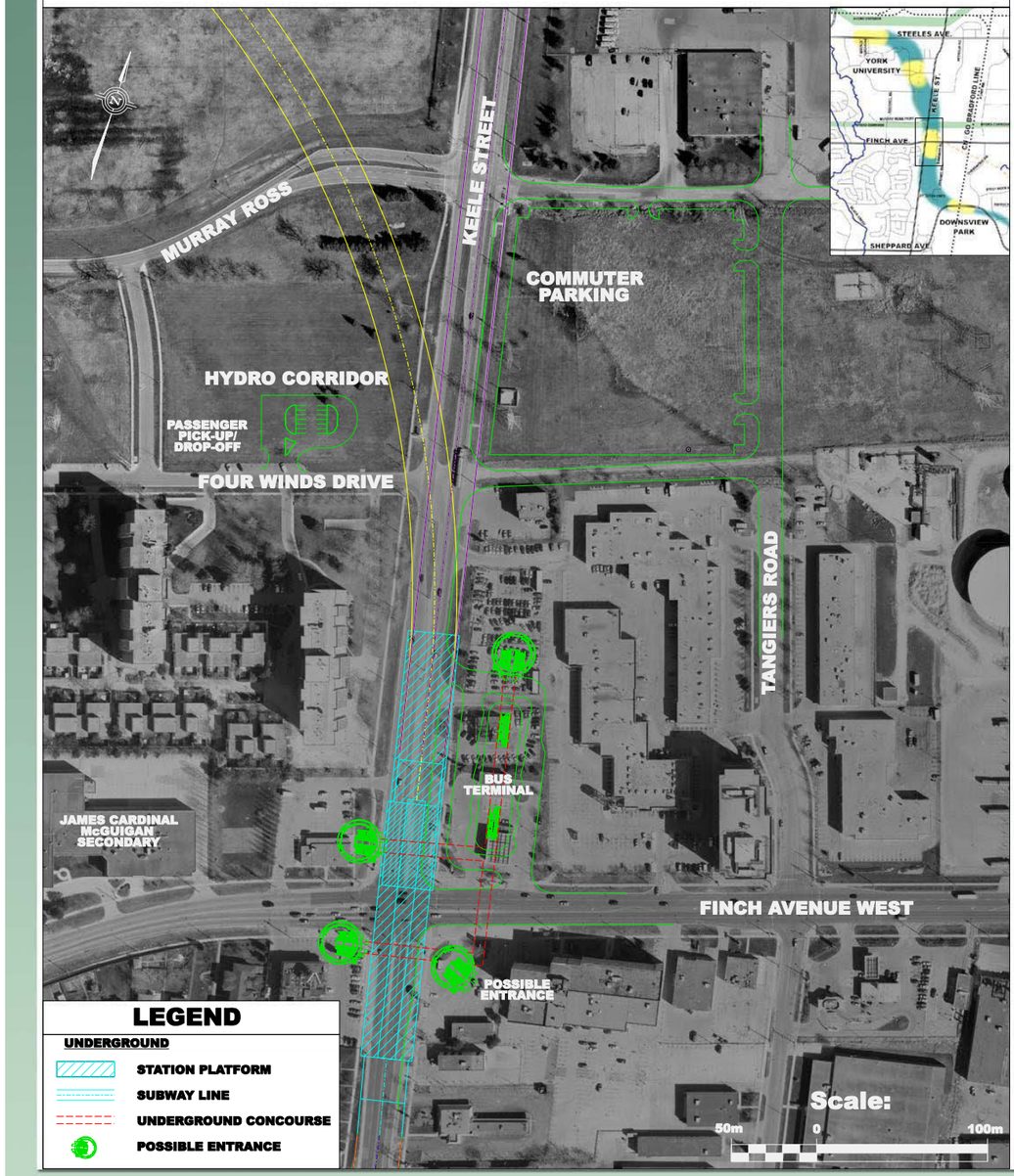
SPADINA SUBWAY EXTENSION

FINCH WEST STATION OPTION 4



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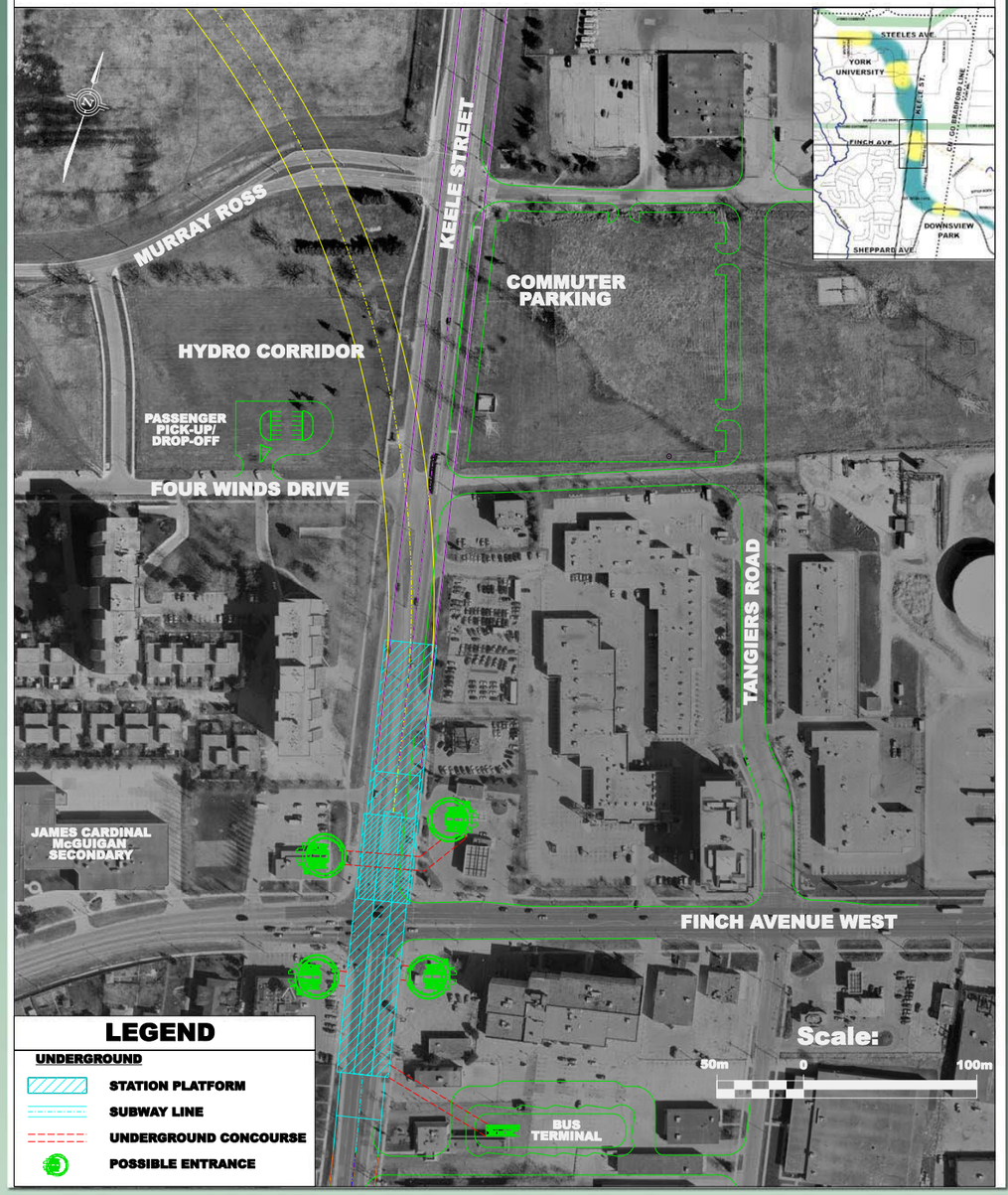
SPADINA SUBWAY EXTENSION

FINCH WEST STATION OPTION 5



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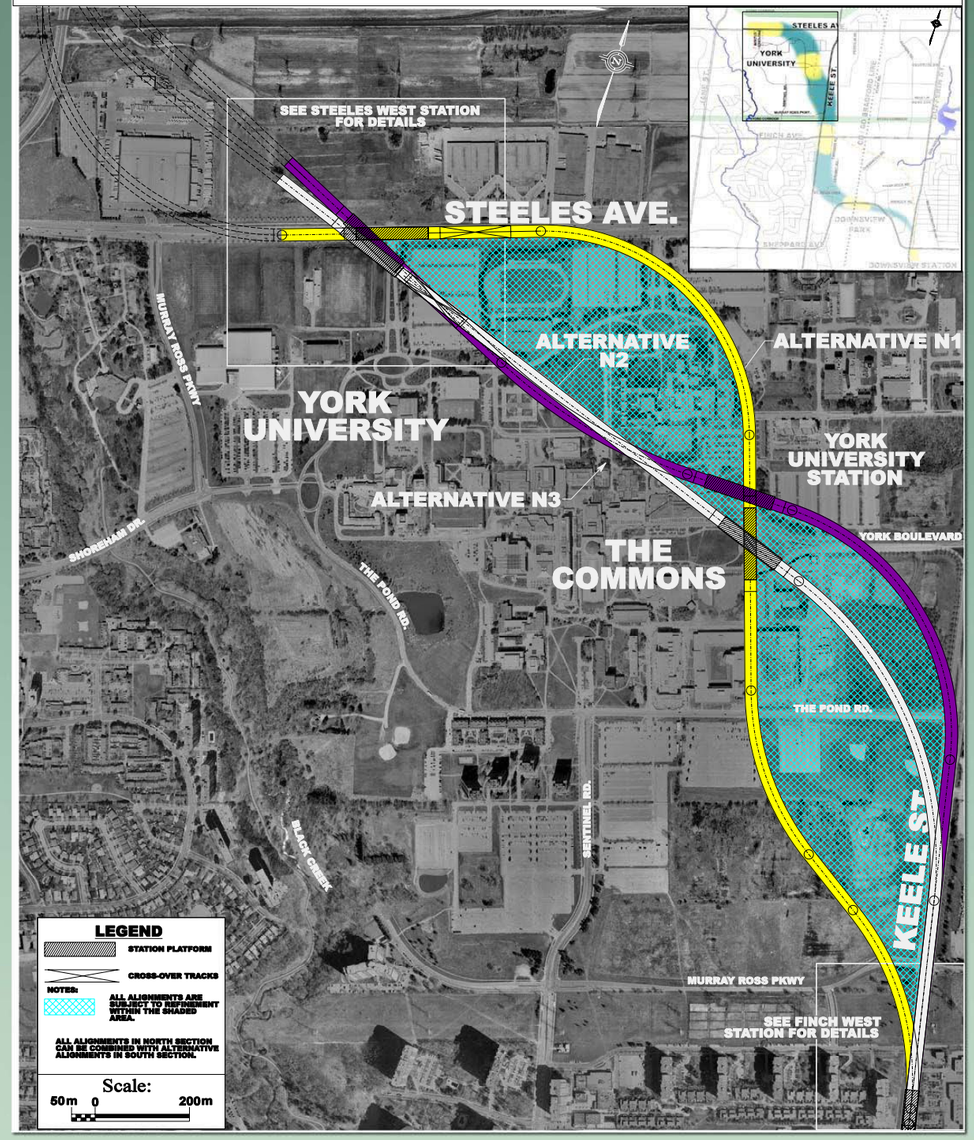
SPADINA SUBWAY EXTENSION

ALTERNATIVE ALIGNMENTS - NORTH SECTION



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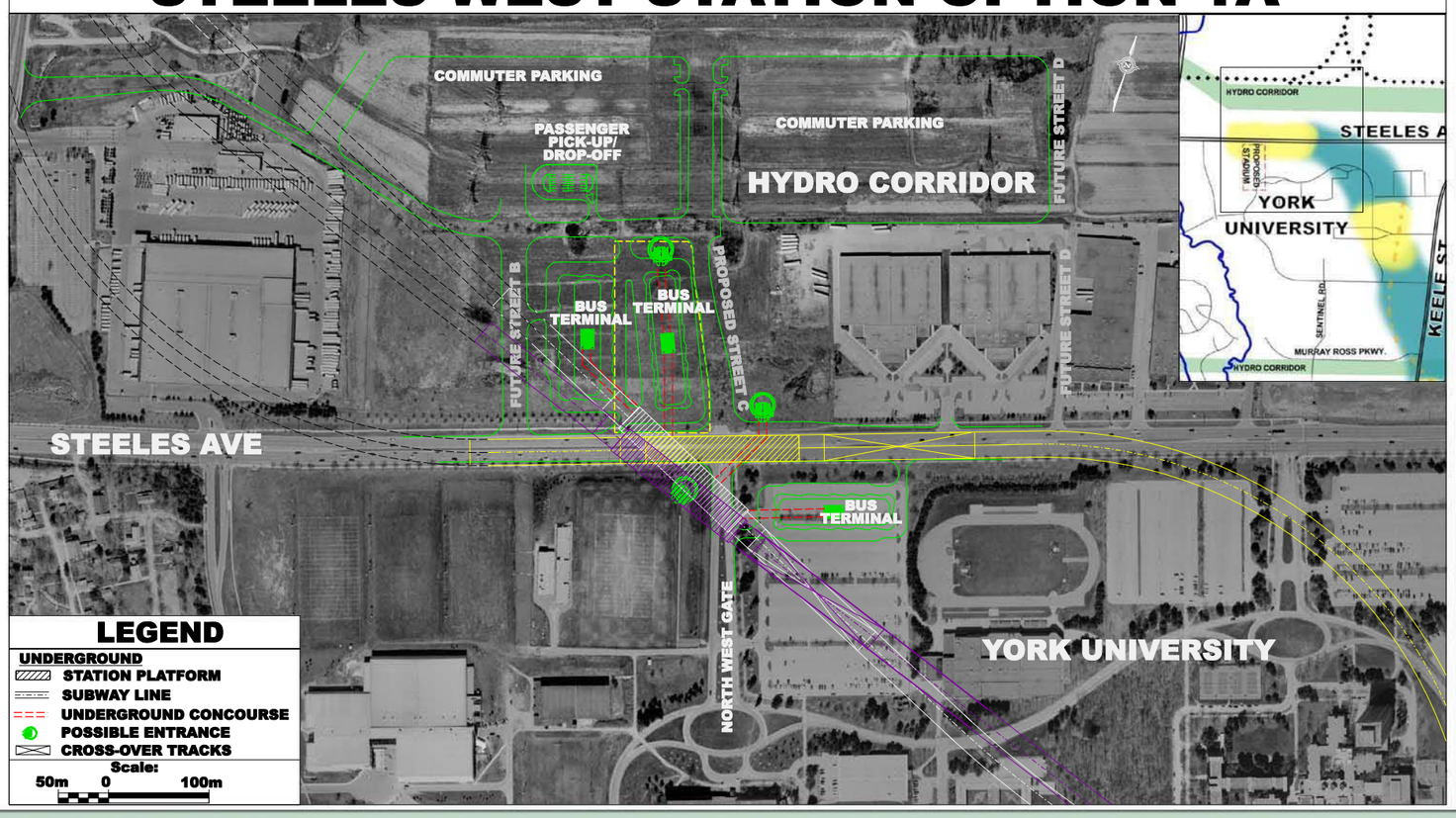
SPADINA SUBWAY EXTENSION

STEELES WEST STATION OPTION 1A



LEGEND

UNDERGROUND
- STATION PLATFORM
- SUBWAY LINE
- UNDERGROUND CONCOURSE
- POSSIBLE ENTRANCE
- CROSS-OVER TRACKS

Scale: 50m 0 100m

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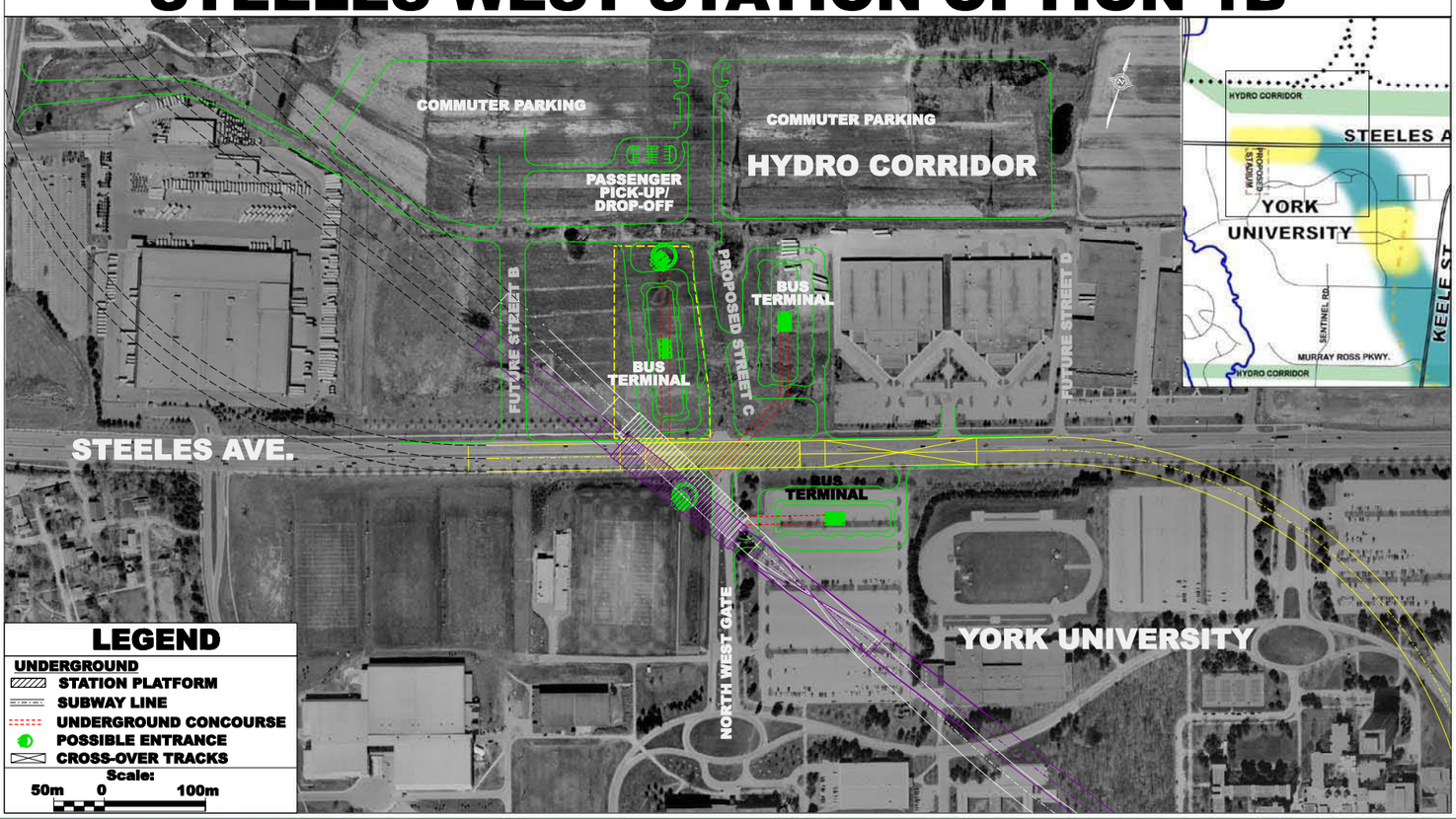
SPADINA SUBWAY EXTENSION

STEELES WEST STATION OPTION 1B



LEGEND

UNDERGROUND
- STATION PLATFORM
- SUBWAY LINE
- UNDERGROUND CONCOURSE
- POSSIBLE ENTRANCE
- CROSS-OVER TRACKS

Scale: 50m 0 100m

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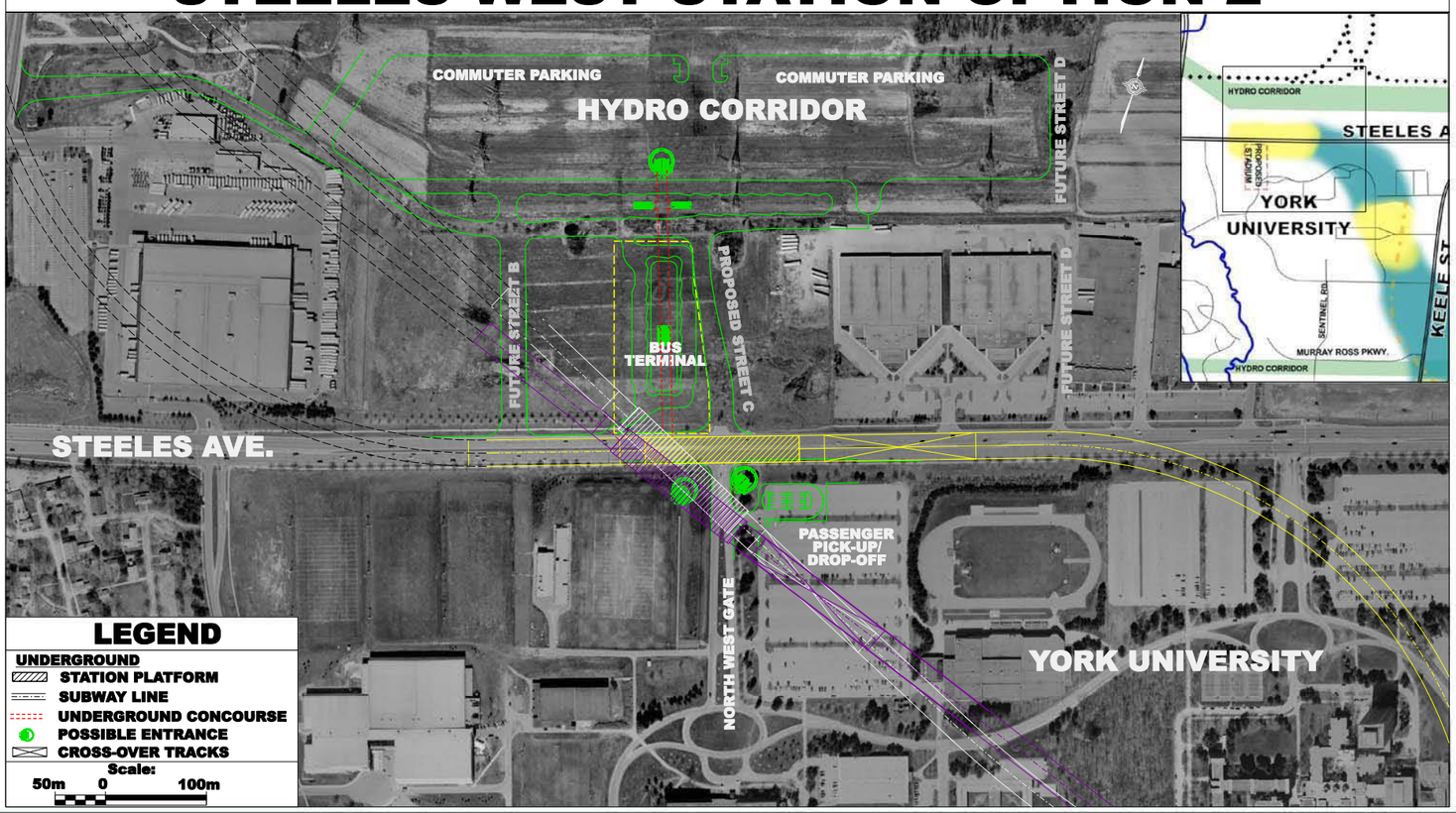
SPADINA SUBWAY EXTENSION

STEELES WEST STATION OPTION 2



LEGEND

- UNDERGROUND
- STATION PLATFORM
- SUBWAY LINE
- UNDERGROUND CONCOURSE
- POSSIBLE ENTRANCE
- CROSS-OVER TRACKS

Scale: 50m 0 100m

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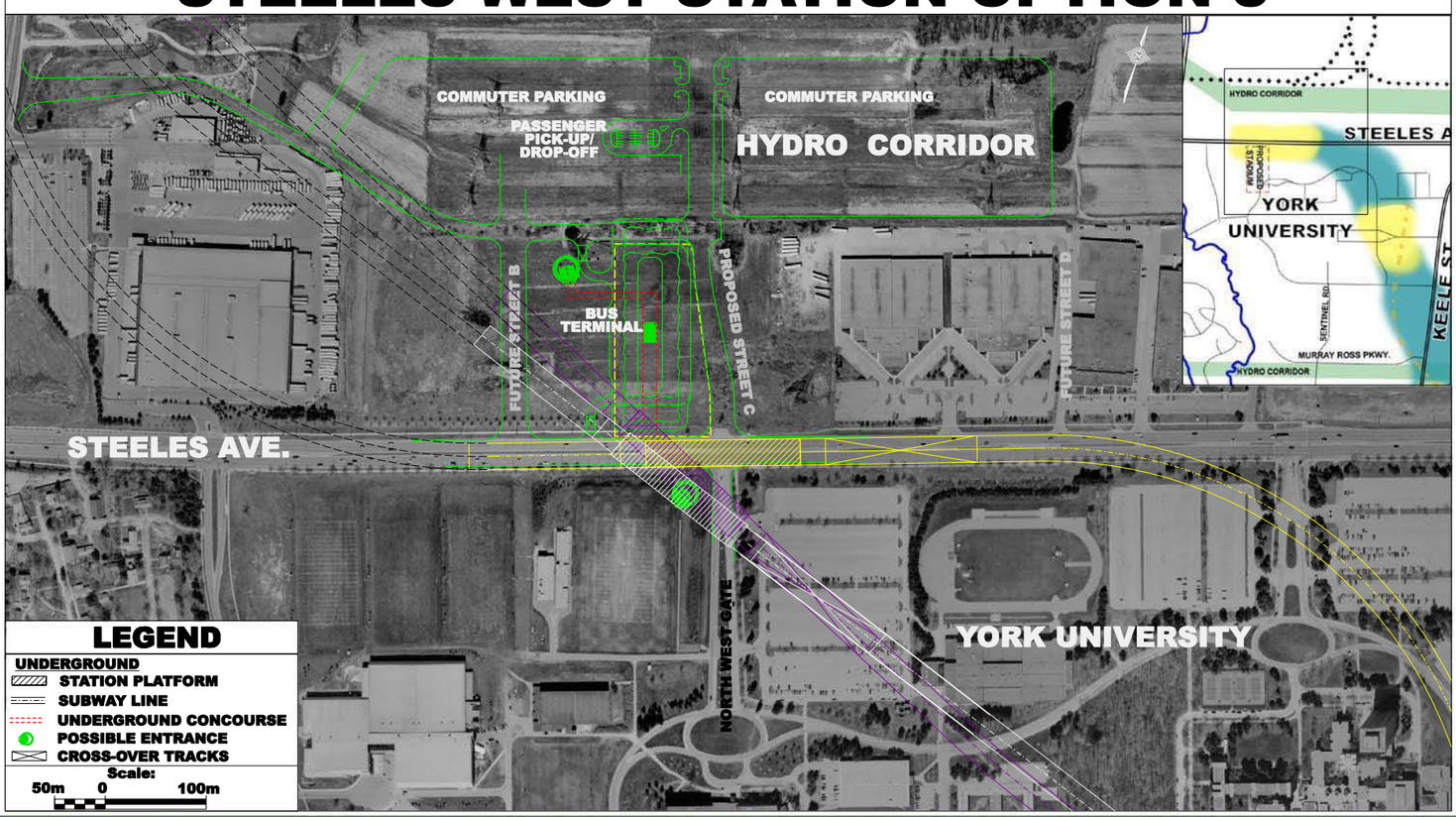
SPADINA SUBWAY EXTENSION

STEELES WEST STATION OPTION 3



LEGEND

- UNDERGROUND
- STATION PLATFORM
- SUBWAY LINE
- UNDERGROUND CONCOURSE
- POSSIBLE ENTRANCE
- CROSS-OVER TRACKS

Scale: 50m 0 100m

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How Will The Preferred Alignment and Stations be Determined?

All alignments shown today meet all of the project objectives. However, some offer additional benefits or have fewer adverse effects.

We have generated criteria that will be used to evaluate the alignments and station concepts.

Your input on the evaluation criteria and indicators will assist the team in selecting the preferred alignment.

Definitions:

Criteria – A standard on which a judgment or decision may be based.

Indicator – A characteristic or attribute which can be measured (i.e. data).

How will we choose the best alignments and station concepts?

OBJECTIVES	EVALUATION CRITERIA		INDICATORS	
A. Provide subway service to the Keele/Finch area, York University and a new inter-regional transit terminal at Steeles Avenue.	A1	Potential for riders to walk to local stations.	A1.1)	Existing population and employment within 500 m walking distance of stations.
			A1.2)	Future population and employment within 500 m walking distance of stations.
			A1.3)	Student/Faculty/Staff within 500m distance of York University station.
	A2	Speed and comfort for subway passengers.	A2.1)	Travel time from Downsview Station to Steeles West Station.
			A2.2)	Number and type of curves.
B. Provide improved connections between the TTC subway and GO Transit, York Region Transit and TTC buses.	B1	Convenience for transfers from bus and train (including Wheel-Trans).	B1.1)	Transfer time from bus to subway at Steeles West Station and Finch West Station.
			B1.2)	Transfer time from GO Rail to subway at Sheppard West Station.
			B1.3)	Delay time for passengers on the 36-Finch West and 41-Keele bus routes.
	B2	Convenience for other travel modes (Taxi, bicycle, pedestrians, Wheel-Trans, passenger pick up and drop off, commuter parking, ambulatory/non-ambulatory disabled person).	B2.1)	Connections to the City of Toronto and City of Vaughan cycling network.
			B2.2)	Transfer time from other travel modes.
			B2.3)	Quality of walking environment for other travel modes.

How will we choose the best alignments and station Concepts (Continued)

OBJECTIVES	EVALUATION CRITERIA	INDICATORS
B. Provide improved connections between the TTC subway and GO Transit, York Region Transit and TTC buses.	B3 Ability to accommodate future subway extension into York Region.	B3.1) Environmental factors which could be affected by a future subway extension into York Region. B3.2) Number and type of curves.
C. Support local population and employment growth.	C1 Maximize redevelopment potential in support of the subway extension.	C1.1) Ability to combine stations with the existing and future built forms.
	C2 Maximize the potential to create a high quality urban / pedestrian environment.	C2.1) Potential to enhance the existing and future built form and create a safe pedestrian, cyclist and transit rider environment.
D. Minimize adverse environmental effects.	D1 Potential effects on natural heritage features.	D1.1) Direct effects on aquatic and terrestrial landscapes, ecosystem/communities, and population/species. D1.2) Indirect effects on aquatic and terrestrial landscapes, ecosystem/communities, and population/species.
	D2 Potential effects on hydrogeology and geology.	D2.1) Groundwater impacts. D2.2) Potential for erosion.
	D3 Potential effects on hydrology.	D2.1) Area of flood storage capacity removed. D2.2) Length/area of watercourses/waterbodies altered. D2.3) Ease and effectiveness of stormwater management at subway facilities

How will we choose the best alignments and station Concepts (Continued)

OBJECTIVES	EVALUATION CRITERIA	INDICATORS
D. Minimize adverse environmental effects (Continued).	D4 Potential effects on socio-economic features.	D4.1) Direct effects on residences, businesses and community/recreational/institutional facilities. D4.2) Indirect effects on residences, businesses and community/recreational/institutional facilities.
	D5 Potential effects on pedestrian and traffic access/flow.	D5.1) Number of permanent road closures or access modifications. D5.2) Traffic impacts from station facilities. D5.3) Impact on safety.
	D6 Effects on freight and rail passenger service and its signal systems at the GO/Sheppard subway station.	D6.1) Impacts on operation of the CN Newmarket/GO Bradford rail line.
	D7 Potential effects on cultural heritage resources.	D7.1) Direct effects on archaeological sites, built heritage features and cultural landscapes. D7.2) Indirect effects on archaeological sites, built heritage features and cultural landscapes.

How will we choose the best alignment and station concepts? (Continued)

OBJECTIVES	EVALUATION CRITERIA	INDICATORS
E. Achieve reasonable capital and operating costs.	E1 Minimize the capital costs.	E1.1) Capital costs including subway surface facilities, fleet and storage.
	E2 Minimize the property costs.	E2.1) Total Property Cost. E2.2) Potential environmental cleanup costs.
	E3 Minimize the net operating costs.	E3.1) The dollar value of net fare and other revenues (including commuter parking). E3.2) Operations and maintenance cost of subway extension including feeder bus operations.

Our Next Tasks

After today, the project team will review and respond to your input and comments on Phase 2.

For Phase 3 public consultation (Fall 2005) the project team will:

- Present the evaluation of alternative alignments (including preferred station concepts)
- Present the preferred alignment and station layouts
- Discuss construction issues
- Identify net effects of the project needs
- Identify possible locations for auxiliary features (e.g. ventilation, emergency exit buildings, etc.)

Please put your name on our mailing list for notification of upcoming events.

Glossary of Terms

Subway Platform
(Bloor/Yonge Station)

Concourse
(Leslie Station)

Ventilation Structure
(Leslie Station)

Passenger Pick-Up/Drop-off
(Downsview Station)

Pedestrian Entrance
(Don Mills Station)

Pedestrian Entrance
(Don Mills Station)

Glossary of Terms

Pedestrian Entrance
(Don Mills Station)

Bus Terminal – multi-level
(Wilson Station)

Emergency Exit Building
(St. Timothy – on Sheppard)

Bus Terminal (surface)
(Downsview Station)

Electrical Substation
(Don Mills Station)

Electrical Substation
(Don Mills Station)

Construction Methods

(Bloor-Danforth Subway at Kipling)

(Yonge Subway at Eglinton)

Open Cut

(Bessarion Station)

(Sheppard Avenue)

Cut – and – Cover

(Sheppard Subway)

(Leslie Station)

Tunneling

Your Comments Are Important!

There are six ways of submitting your comments:

1. **Hand in comments before you leave**

2. **E-mail:**

   subway.ea@ttc.ca

3. **Visit our Website and participate on line (***between May 17th and June 1st***)**

   www.ttc.ca

   SPADINA SUBWAY EXTENSION
   Click On

4. **Phone:**

   416-338-3333 (24/7 Comment Line)

5. **Fax*:**

   416-392-2974

6. **By Mail:**

   Spadina Subway Extension
   Environmental Assessment Study
   1138 Bathurst Street,
   Toronto, Ontario, M5R 3H2

***Fax Alert**
Sending personal information by fax is not a secure means of transmission. It is recommended that you complete and return the comment form by regular mail to the address noted above.

SPADINA SUBWAY EXTENSION ENVIRONMENTAL ASSESSMENT STUDY
PUBLIC CONSULTATION – PHASE 2
FACT SHEET

In 2004, the Toronto Transit Commission and the City of Toronto began an Environmental Assessment (EA) Study to study the best alignment and station locations for a future subway extension from Downsview Station via York University to Steeles Avenue. The proposed extension of the Spadina Subway would be about 6 km in length and provide new subway service to: 1) a connection with the GO Bradford Rail Line; 2) the Keele Street and Finch Avenue West area; 3) York University; and 4) an inter-regional transit station (with connection to GO Transit, York Region Transit/VIVA and TTC buses as well as commuter parking) at Steeles Avenue.

ABOUT THE STUDY

In simple terms, the EA process starts by looking at many reasonable subway routes within the study area which is bounded by Sheppard Avenue (south), Black Creek (west), Wilmington Avenue and Dufferin Street (east), and Highway 7 (north). The process then takes into account greater levels of detailed information and public input. Once the best route is selected, the assessment focuses on the best, most specific route – called an alignment. The Environmental Assessment (EA) Study process helps us learn about possible environmental impacts, before they happen. These could be impacts caused by either the construction or operation of the subway extension. Then we can take action to lessen, or eliminate, the environmental impacts.

The EA Study is being done in two stages. The first stage was to prepare the EA Study Terms of Reference, which is a "road map" of how the environmental assessment process and public consultation will be done.

Stage One: The Terms of Reference

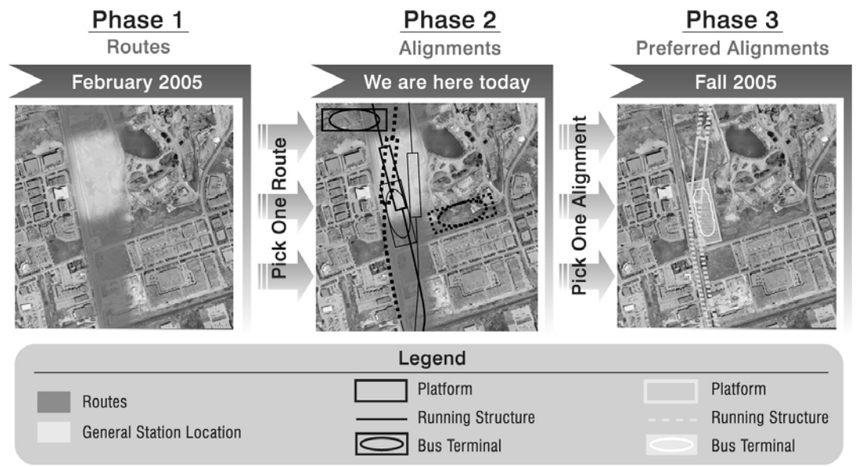
During Spring of 2004, TTC and the City of Toronto prepared a Study Terms of Reference. A draft version was presented to the public at two Open Houses that were attended by hundreds of people. The community voiced support for the subway extension to go ahead as soon as possible. On September 13, 2004, the Minister of the Environment approved the Terms of Reference and work began on Stage Two.

Stage Two: Overview of the Three Phases

Phase One involved: 1) Gathering an inventory of existing and future conditions in the study area; 2) Reviewing alternative projects (based on the 1994 Yonge-Spadina Subway Loop EA Study and the 2001 Rapid Transit Expansion Study; 3) Developing alternative subway routes; and 4) Developing route evaluation criteria.

Phase Two involves: 1) Evaluating alternative routes (including general station locations); 2) Selecting a preferred route; 3) Developing alternative alignments (including detailed station, bus terminal and commuter parking locations; and 4) Proposing alignment evaluation criteria.

Phase Three will involve: 1) Evaluating the alternative alignments; 2) Identifying the environmental effects of the preferred subway alignment; 3) Evaluating the advantages and disadvantages to the environment; and 4) Developing measures to mitigate environmental impacts.



PHASE ONE RESULTS

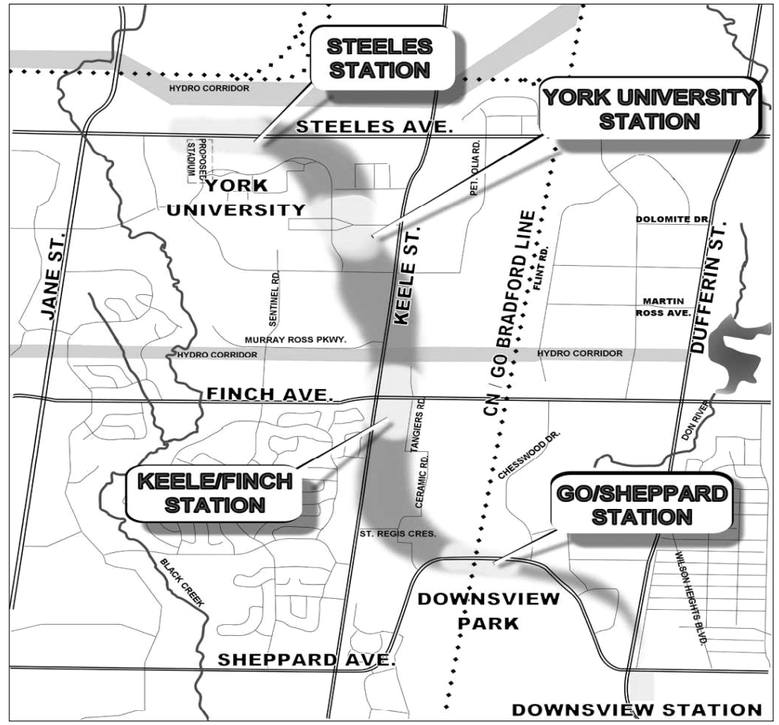
Eight route options were identified and presented to the public for comment at Open Houses and Workshops held in February 2005. These are summarized below.

Route	GO Bradford Rail interchange station located at:	Keele/Finch area station located at:	York University Station located at:
1	Sheppard Avenue West	Keele/Finch intersection	Commons
2	Sheppard Avenue West	Keele/ Murray Ross intersection	Commons
3	Sheppard Avenue West	Keele/ Murray Ross intersection	Sentinel
4	Sheppard Avenue West	Keele/Finch intersection	Sentinel
5	Finch Avenue West	Keele/ Murray Ross intersection	Commons
6	Finch Avenue West	Keele/ Murray Ross intersection	Sentinel
7	Chesswood Drive	Keele/ Murray Ross intersection	Commons
8	Chesswood Drive	Keele/ Murray Ross intersection	Sentinel

Here's what we heard during the Phase One public consultations:

- The Spadina Subway should be extended from Downsview Station to Steeles and, in the long term, to Vaughan Corporate Centre (Jane/ Highway 7).
- A few details need to be added to our inventory of existing conditions, including details of York University buildings and the Finch Hydro corridor allotment gardens.
- Important issues to be considered for selecting the preferred route include safety, convenient access between subway stations and other transportation modes, minimizing noise and vibration impacts, minimizing construction and operating costs and maximizing revenue.
- Routes 1 and 2 were the favourite routes.

The following diagram shows Route 1 – the preferred route.



Following Phase One, the study team carried out a detailed evaluation of the eight route options and selected Route 1 as the preferred route because it would achieve the following benefits:

The Finch West Station directly connects to the 36- Finch West bus route – one of the busiest in the City.

- The York University Station is in the Commons area – a transit hub for the University.
- The Sheppard West Station connects to the GO Bradford line and encourages redevelopment in the Downsview lands.
- The route uses Keele Street, which reduces property impacts and costs.
- The route minimizes impacts to the natural environment and avoids Black Creek and Dufferin Creek.
- The route protects for a future extension into York Region and Vaughan Corporate Centre.

PHASE TWO

Alignments

During Phase Two, detailed alignments (within Route 1) and station concepts will be developed and evaluated. These are developed using the criteria listed below.

Objectives	Criteria
Provide subway service to the Keele/Finch area, York University and a new inter-regional transit terminal at Steeles Avenue.	• Finch West Station - Provide a pedestrian entrance on at least one of the four corners of the Keele/Finch intersection while providing commuter facilities in the Hydro corridor north of Finch. • York University Station - Provide at least one pedestrian entrance in the Commons area of York University. • Terminate subway extension on the north side of Steeles Avenue between Keele Street and Jane Street in the vicinity of the proposed Inter-regional Transit Terminal (see below). • Provide for major commuter facilities in the Hydro corridor north of Steeles Avenue at Steeles West Station.
Provide improved connections between the TTC subway and GO Transit, York Region Transit and TTC buses.	• Finch West Station - Provide a 8 to 10 bay bus terminal with convenient access to bus routes operating on Keele Street and Finch Avenue • Sheppard West Station - Locate so that either the GO Platform or the TTC subway station can directly connect to Sheppard Avenue. • Steeles West Station - Provide a 30 to 35-bay bus terminal for TTC, YRT/VIVA and GO Transit at Steeles West Station. • Protect for a future connection into York Region via a corridor located west of Jane Street and north of Highway 407.

Meet design criteria for subway extension.	• Meet minimum geometric design standards:
	  • Absolute minimum radius – 300 m
	  • Desirable minimum radius – 750 m
	• All stations must be on tangent (straight) track that is at least 200 m long.
	• Construct stations using open cut methods.
	• Maintain a two-minute headway (frequency of trains) at station locations.
	• Provide crossover and storage tracks to achieve operational flexibility.

Avoid (if possible) constraints to subway development.	• Construct under road right-of-way to avoid disruption and minimize property acquisition. • Provide minimum clearance to petroleum storage facilities. • Avoid structures with deep foundations (buildings and existing bridges). • Construct below existing grade to minimize impacts to crossing roads, and adjacent properties.

Station Layouts

Station layouts have been developed based on preliminary plans for the rerouting of bus services, passenger demand forecasts and availability of lands for commuter parking. Because only pedestrian entrances would be provided at York University and Sheppard West Stations, no layouts of station surface facilities have been developed at this time. These will be presented for review and comment during Phase 3 of the Study.

Finch West Station will include the following facilities: 1) Pedestrian Entrances (number and locations to be determined during Phase 3 of the Study), 2) TTC Bus Terminal (8-10 bays), 3) Passenger Pick-up and Drop-off, and Commuter Parking (400 spaces). The five station layout options for Finch West Station are summarized below.

Option	Bus Terminal	Possible Pedestrian Entrance Locations	Commuter Parking	Passenger Pick-up and Drop-off
1	East side of Keele Street, south of Finch Hydro corridor	• North-west corner, • North-east corner, • South-east corner and/or • South-west corner of Keele/Finch intersection	Finch Hydro Corridor, east of Keele Street	Finch Hydro Corridor, west of Keele Street
2	North and east of Keele/Finch intersection	Same as Option 1	Same as Option 1	Same as Option 1
3	South-west corner of Keele/Finch intersection	• North-west corner, • North-east corner, and/or • South-west corner of Keele/Finch intersection	Same as Option 1	Same as Option 1
4	North-west corner of Keele/Finch intersection	• North-west corner, • North-east corner, • South-east corner of Keele/Finch intersection, and/or • West side of Keele Street, north of Finch Avenue West	Same as Option 1	Same as Option 1
5	South and east of Keele/Finch intersection	Same as Option 1	Same as Option 1	Same as Option 1

Steeles West Station will include the following facilities: 1) Pedestrian Entrances (number and locations to be determined during Phase 3 of the Study), 2) TTC, York Region Transit/VIVA and GO Transit Inter-regional Bus Terminal (30-35 bays), 3) Passenger Pick-up and Drop-off, and 4) Commuter Parking (3,000 spaces). The main features of the four Steeles West Station options are summarized below.

Option	Bus Terminal(s)	Possible Pedestrian Entrance Locations	Commuter Parking	Passenger Pick-up and Drop-off
1a	North of Steeles Avenue between proposed Streets B and C AND south-east corner of North-West Gate/Steeles intersection	• North side of Steeles Avenue, • South side of Steeles Avenue, and/or • Steeles Hydro Corridor.	Steeles Hydro Corridor	Steeles Hydro Corridor
1b	North of Steeles Avenue, east and west of proposed Street C AND south-east corner of North-West Gate/Steeles intersection	• South side of Steeles Avenue and/or • Steeles Hydro Corridor.	Same as Option 1A	Same as Option 1A
2	North of Steeles Avenue, east of proposed Street C AND Steeles Hydro Corridor	• South side of Steeles, east side of North-West Gate, • South side of Steeles, west side of North-West Gate, and/or • Steeles Hydro Corridor.	Same as Option 1A	South-west corner of North-West Gate/Steeles intersection
3	Two-Level facility, north of Steeles Avenue, east of proposed Street C	• South side of Steeles, west side of North-West Gate, and/or • Steeles Hydro Corridor.	Same as Option 1A	Same as Option 1A

Evaluation Criteria and Indicators

The following table shows proposed criteria and indicators that will be used to evaluate the alignment alternatives and station options. The indicators have been developed to measure the extent to which these meet the project objectives.

Criteria	Indicators
Potential for riders to walk to local stations.	• Existing population and employment within 500 m walking distance of stations. • Future population and employment within 500 m walking distance of stations. • Student/Faculty/Staff within 500 m distance of York University station.
Speed and comfort for subway passengers.	• Travel time from Downsview Station to Steeles West Station. • Number and type of curves.
Convenience for transfers from bus and train (including Wheel-Trans).	• Transfer time from bus to subway at Steeles West Station and Finch West Station. • Transfer time from GO Rail to subway at Sheppard West Station. • Delay time for passengers on the 36-Finch West and 41-Keele bus routes.
Convenience for other travel modes (taxi, bicycle, pedestrians, Wheel-Trans, passenger pick up and drop off, commuter parking, ambulatory/non-ambulatory disabled persons).	• Connections to the City of Toronto and City of Vaughan cycling network. • Transfer time from other travel modes. • Quality of walking environment for other travel modes.
Ability to accommodate future subway extension into York Region.	• Environmental factors which could be affected by a future subway extension into York Region. • Number and type of curves.
Maximize redevelopment potential in support of the subway extension.	• Ability to combine stations with the existing and future built forms.
Maximize the potential to create a high quality urban/ pedestrian environment.	• Potential to enhance the existing and future built form and create a safe pedestrian, cyclist and transit rider environment.
Potential effects on natural heritage features.	• Direct effects on aquatic and terrestrial landscapes, ecosystem/communities, and population/species. • Indirect effects on aquatic and terrestrial landscapes, ecosystem/communities, and population/species.
Potential effects on hydrogeology and geology.	• Groundwater impacts. • Potential for erosion.
Potential effects on hydrology.	• Area of flood storage capacity removed. • Length/area of watercourses/waterbodies altered. • Ease and effectiveness of stormwater management at subway facilities.
Potential effects on socio-economic features.	• Direct effects on residences, businesses and community/recreational/institutional facilities. • Indirect effects on residences, businesses and community/recreational/institutional facilities.
Potential effects on pedestrian and traffic access/flow.	• Number of permanent road closures or access modifications. • Traffic impacts from station facilities. • Impact on safety.
Effects on freight and rail passenger service and its signal systems at the Sheppard West subway station.	• Impacts on operation of the CN Newmarket/GO Bradford rail line.
Potential effects on cultural heritage resources.	• Direct effects on archaeological sites, built heritage features and cultural landscapes. • Indirect effects on archaeological sites, built heritage features and cultural landscapes.
Minimize the capital costs.	• Capital costs including subway surface facilities, fleet and storage.
Minimize the property costs.	• Total property cost. • Potential environmental cleanup costs.
Minimize the net operating costs.	• The dollar value of net fare and other revenues (including commuter parking). • Operations and maintenance cost of subway extension including feeder bus operations.

WE NEED YOUR INPUT

The EA study plan calls for public consultation. You can choose your level of involvement from the following options: 1) Visit the Project web site (www.ttc.ca); 2) Visit the Virtual Open House on the web site and give us your comments; 3) Attend an Open House, talk to the Project Team and give us your comments; 4) Attend and participate in a facilitated workshop, led by the Project Team; 5) Contact the Project team by our 24/7 dedicated phone line, email, mail or fax; 6) Complete and send us prepaid comment forms (available at all open houses and workshops). The next Public Consultation Centre, including an open house, staff presentation and workshop, will be held at the end of Phase 3.

NEXT STEPS

During Phase 3 public consultation (Fall 2005), the project team will present and request input on: 1) the evaluation of alternative alignments and station layouts; 2) the preferred alignment and station layouts; 3) advantages and disadvantages to the environment; and 4) measures to mitigate any negative environmental impacts. It will take approximately two years to complete the Study. Approval by the Ministry of the Environment is projected for 2006. Upon receiving Environmental Assessment and funding approval, it will take a minimum of seven years until the subway extension is in service.

May 2005

APPENDIX E
SUMMARY OF RESPONSES

Question 1 – Reasons Given for Agree Somewhat/ Disagree with Selection of Route 1 as the Preferred Route

	No of Respondents
Keele/Finch intersection too busy; prefer station at Murray Ross/Keele	1
Need to address traffic congestion on Steeles	1
Subway to York U not required	1
Prefer York U Station at "Sentinel"	2
Prefer route which serves Jane/Finch	1
Prefer LRT to Subway	1
Prefer Subway to Airport	1
Subway Terminus at Steeles/Jane	2
Prefer alignments which minimize impacts on pipelines in Hydro Corridor (1 and 4)	1
Route 5 would result in less traffic congestion at Keele/Finch	1
Extend Route 1 to Highway 407 now	1
Prefer routes with better access to Finch Hydro Corridor to connect with future Subway or LRT	1
Would like to see free parking at subway stations	1
Would prefer to see Sheppard Subway extended to Downsview Station and York U	1
Another Route Preferred	
Downsview to York U via Steeles	1
Route 7	1
Route 4	1
Route 5	1
Route 2	1

Question 2a – Southern Alignments – Advantages and Disadvantages

Advantages	No. of Respondents	Disadvantages	No. of Respondents
Alignment S1			
Least conflict with properties/ Keele Industrial Area/ impacts on existing buildings/structures	19	Station too far south of Sheppard Avenue	10
Access to Downsview Park/ Supports development of Downsview Land	12	Development potential may be limited by proximity to Downsview Airport runway	1
Opportunity to enter Keele ROW furthest south	7	Tight/sharp curves from Downsview Station	12
Opportunity for surface route/open cut (cheaper)/ also cheaper because on public lands	13	Impact on future development of Downsview lands	1
East station allows for greater radius out of station	1	Walking distance to platform/ poor pedestrian access	7
Can be supported by new developed to the west	1	Distance to Sheppard West bus services	3
No impact on pipelines/all alignments cross pipelines	2	Would restrict use of Downsview lands to "transit friendly" development	1
Best alignment from TPS perspective	1	Poor access to Keele Industrial Area	2
Less impact on roads/traffic	3	More disruption to Keele Street traffic during construction	1
Smoother curve at west station	3	Interference with DND activities	3
Easier construction	1	Vibrations due to Downsview Airport runway use	1
Space available for station facilities	4	Effect on Downsview Park lands	4
Open space facilitates variety of construction methods	1	Poor access to residential lands	2
May not require tunnelling under CN Line	1	Pedestrian walkway and parking lot could be over pipeline easement	
On lands that are currently undeveloped	1	Federal involvement (DND/PDP)	1
Access to GO Rail	5	Drainage ditch in vicinity	1
On Sheppard	1	Don't support project	1
"Rough in" station only	1	Traffic impacts on Sheppard	1
Less disruptive than S2	1		
Gradual curve for S1b	1		
Less disruptive construction	1		
Alignment S2			
Provides access to both Sheppard and Downsview Park (good balance)	2	More property impacts than S1	1
Least conflict with properties/ Keele Industrial Area/ impacts on existing buildings/structures	10	Development potential may be limited by proximity to Downsview Airport runway	1
Access to Downsview Park/ Supports development of Downsview Land	13	Traffic impacts on Sheppard Avenue due to open cut construction/ alignment crosses Sheppard twice	3
Opportunity to enter Keele ROW furthest south	3	Poor access to future GO Platform	4
Opportunity for surface route/open cut (cheaper)/ also cheaper because on public lands	8	Interference with DND activities	2
East station allows greater curve to the west	1	"Subject to federal environmental regulations"	2
Close to Sheppard Avenue	16	Significant curves, resulting in decreased speed, difficulty maintaining headway	3
More gradual curve than S1	3	Impact on Keele Industrial Area lands if east station selected	1
Access to GO Rail	4	Sharper curves	3
"Slight" impact on Sheppard traffic	1	Impact on existing buildings/properties	2
Impact on TPS	1	Drainage ditch in the vicinity	1
Smoother curve at west station	1	"Not far from Sheppard"	1
Less impact on roads/traffic	3	Line along Sheppard "too linear"	1
Better pedestrian and surface transit access	1	Not S1	1
Space available for station facilities	2	Traffic impacts due to development around Sheppard West Station	1
Access to Sheppard West bus	2	More costly than S1	1
Access to Keele Industrial Area	1	"Too far west"	1
Best overall/preferred alternative	4	"Too far south on Keele Street"	1
parking to south	1		
Close to Chesswood	1		
"More likely to be used 7 days a week"	1		
Alignment S3			
Better service to Keele Industrial Area	3		
"More intrusive"	1	Higher land acquisition/ construction cost	8
"Compromise on alignment"	1	Impact on existing buildings/properties	16
Proximity to Sheppard Avenue/ Good pedestrian/ bus access	17	Limited opportunities for redevelopment adjacent to station	1
Connection to GO platform north of Sheppard	4	Tighter/ significant curves	4
Better pedestrian and surface transit access	1	More impact on traffic	1
"No federal involvement"	1	"Cut and cover would/may cause major disruption to traffic on Sheppard if closed"	1
"Out of traffic"	1	"lack of free space"	1
"Less of a sharp curve from Downsview"	1	"Not near Sheppard or Finch"	1
"Same as/ similar to S2"	5	"No direct access to parkland or parking"/ less convenient access to Downsview Park	2
No construction or operational impacts on Downsview Park	1	Same as S2	1
"Only slightly less convenient than S2 for riders who must transfer to Sheppard Avenue buses"	1	More difficult to construct	2
Shorter track length to reach Keele Street	1	"Length considerably longer than S4"	1
Larger turning radii	1	"Closer to Sheppard Ave. E. route"	1
		Downsview Park better location for GO platform	1

Advantages	No. of Respondents	Disadvantages	No. of Respondents
Alignment S4			
"Good service to established employment area"/ proximity to Keele Industrial Area	5	Too remote from Sheppard Avenue/ buses/ pedestrian access	18
"Offers possibly the best operation/technical alignment re: curves"/"more direct, shorter, cheaper route for tunnel"/ fastest	26	Remote from future development opportunities at Downsview Park	6
No	1	"Does little to support new development opportunities along Sheppard Avenue"	2
Least disruption to Sheppard	1	"More private land acquisitions necessary"/ property/ business impact	17
No federal involvement	1	"Cost of construction/ higher cost due to tunneling"	3
No impact on military activities	1	"Connection to Keele"	1
Preferred	1	"Least desirable from a land use perspective"	1
"Close to North GO Platform and housing north of Sheppard"	1	More impact on traffic	1
Access to skating rink	1	Potential better connection with residential area	1
"This option needs not splitting the subway tracking road so it may save lots of project budget:	1	"edge (outside of Route 1)"	1
"construction or operation would not deface any portion of Downsview Park"	1	Same as S3	1
"Close to Sheppard"	1	"Inconvenient placement of station"	3
"Can be linked with Sheppard Subway line in future"	1	"seems the furthest away from potential platforms"	1
		"Least preferable"	2
		"it is too far north, in an area of low-density commercial buildings that would be difficult to redevelop"	2
		"Further away from future GO platform"	3
		"may no enough passengers especially on the weekend"	2

Question 2b - Southern Alignments - General Comments

	No. of Respondents
Support/prefer S2	10
Support/prefer S1	10
Support/prefer S3	3
"Tunnelling would create the lease impact to surface/ traffic/ pedestrians"	1
"may be security concerns with subway alignments passing through properties belonging to National Defence"	1
"Diagram 10 will have major impact on TNPI pipeline. There could be property and crossing issues as well as safety of pipeline during construction"	1
"Trans-Northern is neutral"	1
No preference	1
Place TTC station close to GO Station	1
"I would suggest an alternative that really is a combination of S1, S2 and S3"	1
"The Federal government is notoriously uncooperative when it comes to the desires of Toronto for development"	1
"The three options labelled "West Station Curve" should be eliminated"	1
If select the south section with residential area, I would suggest that all residents are to be voted whether they accept it or not"	1

Question 2c – Northern Alignments – Advantages and Disadvantages

Advantages		Disadvantages	
	No. of Respondents		**No. of Respondents**
Alignment N1			
Location of station at York University Commons/ good York U access	11	"Northern curve seems unnecessary"	1
Uses road alignments on York University Campus	6	"Steeles West Station should be north of Steeles, closer to lots in Hydro Corridor"	1
Ample cut and cover construction opportunity	1	"Cuts through the south lands"/ impacts on Tribute community	3
Least impact to existing buildings	4	"Limits options for crossing Black Creek and for avoiding BCPV"/ Damage to BCPV buildings with extension to York Region	3
Avoids woodlots	3	Vibrations impacts on existing buildings	2
Avoids potential hydro impacts	1	"Longer distance"	1
"Better use of ROW"/ use of Steeles ROW	3	"Environmental impact"	1
Gives option of continuing subway along Steeles	1	"Disruptive to York facilities"/impacts on York U buildings/ traffic	5
Orientation/location of Steeles West Station/permits extension to Jane and Steeles	5	Tighter/ more curves/ impacts on train speed	17
"Pedestrian connection"	1	Major construction impacts	2
Platform connects to existing buildings	1	High cost	1
Smooth curves	1	"Bad alignment into York Region for future line to the north"	3
"No impact on Enbridge"	1	Impacts on woodlots	1
"Doesn't go straight through campus"	1	Less able to use Keele Street right-of-way	1
"Best station locations"	1	No impact on TNPI	1
Least noise/vibration disruption to classrooms	1	Slowest route	1
		Does not allow for eastward extensions	1
		"Misses arboretum"	1
		Would exclude location of Finch West platform with convenient access to Finch Hydro corridor - future Subway/ LRT connection	1
Alignment N2			
Good station location in York U Commons	10	Impact on Commons for station construction	1
Fewer/ better curves/ straight alignment	11	Vibration impacts/ disruption to Schulich building	3
Uses Keele Street right-of-way	6	Impact on woodlot/ need to tunnel under woodlot	5
Cheaper construction / save cost	2	"Few building impacts"	1

Advantages		Disadvantages	
	No. of Respondents		**No. of Respondents**
Maximises opportunity for avoiding Black Creek Pioneer Village and crossing Black Creek	2	"Not as straight through University"	1
Less disruption to York U buildings	5	"Potential land use disruption (under campus)"	1
"Platform connects to existing buildings"	1	No impact on TNPI	1
Most direct route/ connection	2	Noise/ vibration impacts on York U buildings	2
Good alignment for future north line into York Region	3	York U Station platform too far from Commons	4
No impact on Enbridge/TNPI	2	"It is more curvy and long than it needs to be"	2
Minimises construction impacts on York U campus traffic	1	"Slower route than N3"	1
Shortest distance	2	Difficult to extend line westerly along Steeles	1
Save travel time	1	"Possible interference with environment"	1
Finch West station platform could be closer to Finch Hydro corridor	1	"Steeles West Station in a poor location	1
Alignment N3			
"Appears to miss most buildings on York campus"/ less impact on campus buildings	6	York U Station platform too far from Commons	6
Maximises use of Keele Street right-of-way	6	"Larger curve"	1
Less impact on campus during construction	1	"Station too far north"	1
Maximises opportunity for avoiding Black Creek Pioneer Village and crossing Black Creek	2	Impact on York University woodlot/ would require tunnelling	3
"Crosses only north corner of woodlot"	1	"Shorter route distance"	1
Good alignment for future extension to York Region	3	Freezes development site on York U	1
No impact on Enbridge/TNPI	2	Few building impacts	1
Straighter alignment/ fastest route/ smoothest ride for passengers	9	Not as straight through University	1
Proximity to York U Commons area	2	Potential land use disruption	1
"York U Station closer to high density housing near The Pond Road"	1	"Tight curves; more curves"	4
Good access to surface bus routes	1	No impact on TNPI	1
"Greater opportunity for indoor connections to Seymour Schulich Building and York Lanes"	1	Noise/ vibration impacts on York U buildings	2
"Allows for eastward and northward extensions with a	1	York U Station located in a more congested part of the University	1

Advantages		Disadvantages	
	No. of Respondents		No. of Respondents
minimum number of curves"			
"Steeles Station is pointing in the right direction for future development"	1	Disruption of York U campus traffic during construction	1
Cost effective	1	Passes under Schulich building and York Lanes	1
"Purple not preferable"	1	Poor access to buses	1
"Misses the Commons"	1	Difficult to extend line westerly along Steeles	1
"Preferred"	1	"Least preferred"	1
"Easier access to York Commons"	1	"Steeles West Station in a poor location"	1
Finch West station platform could be closer to Finch Hydro corridor	1		

Question 2d – Northern Alignments – Other Comments

	No. of Respondents
Combine N2 and N3	2
TRCA concern would be hydro(geological impacts)	1
31 Division calls for service	1
Prefer/support N2	2
Prefer/support N3	4
"All two alternatives appear workable from Vaughan perspective"	1
Pipeline company issues re subway crossing under pipelines in Finch Hydro corridor	1
"Must align with 407 transitway"	1
"Why are all of these options place so far way from York Lanes or any other existing building on the main campus"	1
"No preference"/ "Any are okay"	2
"I do not like the N1 alignment with its many curves"	1
Prefer/support N1	2
"Less turns is better"	1
I urge an alignment that allows for the York University Station to be placed at the Common, which is most central to the University and will serve the most people"	1
Like either N2 or N3	3
"Make sure there are plenty of entrance points for the YU station."	1
"Tail tracks should be prepared continuously north to VCC. Also, provide an underground garage after Steeles West Station so that trains can no longer struggle through winter and other bad weather storms."	1

Question 3a – Finch West Station – Advantages and Disadvantages

Advantages	No. of Respondents	Disadvantages	No. of Respondents
Option 1			
Good connection between bus terminal and subway platform	4	"High profile location/frontage on Keele/high property acquisition cost"	3
"reasonable proximity to PPUDO location"	1	"urban design challenge - bus terminal"/ "bus terminal is visible from street"	2
"proximity of facilities and connections"/ "bus terminal/commuter parking and PPUDO close together"	5	"too far from parking"	1
"location of terminal off intersection of Keele/Finch"	1	"terminal displaces good development parcel"	3
"subway entrances on 4 corners"	3	"Should take advantage of hydro corridor"	1
proximity of bus terminal to commuter parking	8	PPUDO distant from Station	5
better safety	2	"Impacts on Keele operations"/ "traffic impacts of buses on Keele"	3
good Keele/Finch access to subway	3	Disruption to public if access is needed to pipeline / entrance to parking lot - road owned by oil companies /impacts on PPUDO operations if pipeline access required	4
"bus terminal is close to PPUDO"	3	"Far from pedestrian entrance at Finch"	1
close to Keele	3	pedestrian safety	4
"takes advantage of 2 roadways"	1	"should integrate PPUDO with commuter parking"	2
"operations close together"	1	Bus terminal is too far from Finch	6
"good proximity between parking and station"	2	" a lot of activity at Four Winds"/ increased traffic congestion at Keele/ Four Winds Drive	2
"good options for parking traffic exits"	1	Commuter parking far from station	4
"provides best opportunity for underground connection to commuter parking lot"	1	"more disconnect between Finch/Keele intersection"	1
"good access for Keele buses"	1	"more disconnect between bus terminal and pedestrian entrances"	3
"best option"	1	"property and safety issues"	1
"least expensive (only relocation of firehall needed)"	2	"more disruption of traffic"	1
"seems not to require destruction of a building, lowering costs"	1	"poor access to Finch buses"	2
"It is also well located"	1	"none"/ "I can't really see any"	3
"the bus platform is also a little away from the Keele/Finch Station, meaning that it will be less obvious and intrusive"	1	Indirect road access to bus terminal	1
"least disruptive to existing buildings and land use"	2	Bus terminal conflicts with fire station	2
"Easiest for bus drivers to use small side streets"	1	"causes problems at Keele/Finch"	1
"Don't have to clean-up/ remove gas station"	1	"bus terminal in/out will be disastrous like Finch"	1
"Eliminate options 3, 4, 5"	1	should have underground access	1
"would result in convenient bus-to-train or train-to-bus transfers" (assuming future subway in Finch hydro corridor"	1	Pedestrian access between commuter parking and bus terminal	1
"good spot for the passenger drop-off north west corner of terminal"	1		
"Bus terminal away from major intersection and allows for interesting development at Keele and Finch"	1		
Option 2			
Good connection between bus terminal and subway platform	3	Severe impact on existing land use/ implications for development	6
"Easier bus access to terminal"	4	Disruption to public if access is needed to pipeline / entrance to parking lot - road owned by oil companies /impacts on PPUDO operations if pipeline access required	2
"Preferred"/ "The best one"	4	Property acquisition cost	3
Subway access on four corners	1	Distance from bus terminal to subway platform	4
"Best option for redevelopment potential"/ integrate bus terminal into development	6	"strange placement of bus terminal"	3
Takes most bus ops off Keele/Finch	5	"no benefit to Keele buses"/ "poor access to Keele and Finch buses"/ Keele/Finch intersection	6
"bus traffic"	1	pedestrian safety concerns	1
"None"	2	"less disconnect with Finch/Keele bus routes"	1
Makes use of Tangiers/ no bus terminal driveways on Keele/Finch	6	Poor connection/No connection with commuter parking/PPUDO	4
"Several bus options available to exit"	1	"less accessible (pedestrians)"	1
"allows for a connection between the terminal and pedestrian entrances"	1	Commuter parking/PPUDO far from station platform/ pedestrian entrances	2

Advantages	No. of Respondents	Disadvantages	No. of Respondents
Less congestion at Keele/Finch /on Keele	2	Only one access point to bus terminal	1
Put PPUDO on same side of road as bus terminal	1	"To difficult for elderly/disabled"	1
avoid corner of Keele/Finch	1	"Best option off Tangiers Road"	1
"would result in convenient bus-to-train or train-to-bus transfers" (assuming future subway in Finch hydro corridor"	1	"Not any that I can see"	1
Option 3			
Distance from bus terminal to subway platform	5	Distance from bus terminal to PPUDO/ commuter parking	13
"Reduced costs for elimination of one possible entrance"	1	"Not an ideal use for the high profile location at intersection"/ "takes important land away from potential development" "the positioning of the bus terminal at the intersection might make it an uglier intersection, and ugliness is something this intersection already has enough of".	9
"integration of bus terminal"	1	"separation of facilities"	1
Bus terminal close to Finch/Keele - pedestrian entrances/ better bus access	12	Traffic impacts on Keele and Finch due to bus operations/ traffic congestion	6
"bus terminal "	1	Disruption to public if access is needed to pipeline / entrance to parking lot - road owned by oil companies /impacts on PPUDO operations if pipeline access required	2
greater distance from bus terminal to pipelines in Finch Hydro corridor - few safety risks	1	"Closer to possible entrances and Keele/Finch intersection" "- pedestrian traffic implications and density"	3
none/no	2	"Housing in immediate area, so residents protesting and delaying"	1
"Requires relatively little demolition"	1	Distance from commuter parking/ PPUDO to subway platform/pedestrian entrances	5
Convenience for residents/ employees south of Finch	1	"Have to purchase and remove business"	1
		"Under a former gas station, which might mean some form of decontamination"	1
		Disruption to existing buildings and businesses	1
		"Worse location"	1
		"Need fro wider sidewalks on Keele so pedestrians aren't forced to walk on road"	1
		Bus terminal far from Finch Hydro corridor - problems with transfer to future Finch Line	1
Option 4			
"Same as Option 3"	1	"Same as Option 3"	2

Advantages	No. of Respondents	Disadvantages	No. of Respondents
Distance between bus terminal and subway platform/ pedestrian entrances	5	Location of bus terminal at Keele/Finch - traffic congestion	6
"pedestrian connection close to commuter lot"	4	"Nothing good to say"	1
"greater integration of buses"	1	Disruption to public if access is needed to pipeline / entrance to parking lot - road owned by oil companies /impacts on PPUDO operations if pipeline access required	2
"closer station entrance to increased residential and commercial development to the north at Four Winds"	2	Loss of developable lands at Keele/Finch intersection /"the positioning of the bus terminal at the intersection might make it an uglier intersection, and ugliness is something this intersection already has enough of".	8
Bus terminal close to Finch/Keele	8	"Lack of pedestrian friendly connection to PPUDO"/ distance to PPUDO	3
"good for buses"	1	"disconnect from commuter parking/PPUDO" - distance to subway station platform	4
walking distance to station	2	"Housing in immediate area, so residents protesting and delaying"/ too close to existing residential area west of Keele Street	3
"good by-pass of Keele/Finch intersection"	1	"Have to purchase and remove businesses"	3
"good connection with all modes"	2	"Under a former gas station, which might mean some form of decontamination"	1
Preferred	1	High demolition costs	1
"the best access points"	1	Remove gas station	1
"Need four entrances from surface to TTC station"	1		
none/no	3		
"would result in convenient bus-to-train or train-to-bus transfers" (assuming future subway in Finch hydro corridor"	1		
commuter parking close to bus terminal	1		
Option 5			
Good connection between bus terminal and subway platform	1	Bus terminal remote from PPUDO	5
Good location internal to block	1	"separation of facilities"/ "All the bus terminal, entrances and commuter parking are too far apart"	2
Subway access on four corners	1	Too far to PPUDO from entrance	3
Good redevelopment potential	1	Disruption to public if access is needed to pipeline / entrance to parking lot - road owned by oil companies /impacts on PPUDO operations if pipeline access required	2

Advantages	No. of Respondents	Disadvantages	No. of Respondents
Terminal away from Keele/Finch/ less obvious and intrusive	4	Land acquisition costs	1
"Fewer bus impacts on intersection protects for development"	1	Bus terminal remote from parking	13
Bus terminal	1	Long distance from bus terminal to subway	4
"Can't see any advantages"	1	"lack of entrance pedestrian zone"	1
"Closest possible subway entrance to commuter parking"	1	Distance between bus terminal and pedestrian entrances	2
Moves bus traffic from Keele/Finch intersection onto Tangiers	1	"Subway entrances far from parking"	3
greater distance from bus terminal to pipelines in Finch Hydro corridor - few safety risks	1	"Inconvenient placement to Keele/Finch"	1
"none"/no	4	Commuter parking and PPUDO too far from subway station platform	1
Station entrance and commuter parking close to bus terminal	1	"This is the worst configuration of all because some pedestrian entrances only seem to go to one platform, not both".	1
		"Least desirable"	4
		"I think it probably required too much demolition"/"Demolishes a lot of buildings"	2
		"Bus station further away from Finch Avenue/ Keele Street"	3
		"Does not allow for a connection between the terminal and pedestrian entrances"	1

Question 3b – Finch West Station – General Comments

	No. of Respondents
Prefer/Support Option 1	12
Prefer bus terminal at Keele/Finch intersection	2
Concerns about distance between PPUDO and station - pedestrian safety	5
Prefer/ Support Option 5	2
Prefer/Support Option 4	4
Need further discussion re: pipeline issues	4
Stress importance of pedestrian safety	1
Support Option 2	2
Concerns about locating bus terminal on arterial roads	1
"All are equally good"	1
Support Option 3	1
Concerns about impact of all of the options on existing businesses	1
"I don't have any strong opinions"	1
Do not support providing a bus terminal at Finch West Station	2
Option 4 is least preferred	2
Move PPUDO to east side of Keele Street	2

Question 3c – Steeles West Station – Advantages and Disadvantages

Advantages	No. of Respondents	Disadvantages	No. of Respondents
Option 1a			
"Station entry on NE corner - future development"	1	Terminal on York campus	1
"parking/pick-up/ station links all good	1	Required to purchase additional land for terminals/ major land acquisition /increased land costs	4
"Flexibility for operations"	1	Bus terminals take up too much street frontage/ too much land	7
Minimizes walking distance	1	"Concern for Toronto Police Services because it would be too confusing with York Region Police"	2
Access to York University/ terminal is on campus	2	"Transition from bus to bus routes difficult"/ Split bus terminals/ confusing/ inconvenient transfer between buses	11
Uses existing land	1	Freezes development site on York U campus/ consumption of developable land	4
Entrance near to PPUDO	2	Traffic congestion	1
Away from Steeles Avenue	1	"May be tight to buses"	1
Best/ "I like it"	2	"Sub-surface access to University recommended"	1
Most public entrances	1	Congestion due to location of PPUDO in commuter parking lot	1
Easy usable entrances for commuter parking lot	2	None	1
Effective use of Steeles	1	"Need to cross new east-west street to get to station entrances from commuter parking"	1
"None. Forget about the stadium."	1	"Needs to be at Jane Street to be useful"	1
"3 bus garages is certainly a great way to waste real estate, which should be at a premium considering the subway station"	1	"One entrance on proposed Street C is "out of the way"	1
All close to Steeles Avenue	1	"Two bus terminals are very close together"	1
Good locations for entrances and bus terminals	1		
Option 1b			
"parking/pick-up/ station links all good	1	Terminal on York campus	1
Flexibility for operations	1	Required to purchase additional land for terminals/ major land acquisition /increased land costs	6
Minimizes walking distance	1	"Same, but a bit better"	1
Proximity of bus terminal to commuter parking/PPUDO	1	"Concern for Toronto Police Services because it would be too confusing with York Region Police"	2
2nd best	1	Transition from bus to bus difficult	1

Advantages	No. of Respondents	Disadvantages	No. of Respondents
Effective use of Steeles	1	Loss of development potential on Steeles frontage/ bad urban design	3
Entrance near to PPUDO/ commuter parking	1	Split bus terminal/ confusing/ inconvenient for bus to bus transfers	7
See 1a	1	Freezes development site on York U campus/ consumption of developable land	3
Same as above	1	No pedestrian entrance to station on north side of Steeles except north of bus station	1
Would prefer pedestrian entrances north and south of Steeles	1	"Less use of existing land"	1
"I like it"	1	Congestion due to location of PPUDO in commuter parking lot	1
This option provides more bus terminal chances for passengers connecting to TTC surface routes	1	None	1
"Better dispersal of the stations"	1	"Need to cross new east-west street to get to station entrances from commuter parking"	1
		"Needs to be at Jane Street to be useful"	1
		More expensive maintenance costs for 3 terminals	1
		Not quite different from 1a	1
		None, really	1
Option 2			
Consolidation of terminals/ less confusion/ easier bus to bus transfers	10	Location of PPUDO on York campus/ on developable land	3
Two station entrances on York U campus	1	Need to protect for continuation of York's E/W road on the south side of Hydro corridor"	1
Best for redevelopment/ Protects for development on Steeles frontage/ "better design potential"/ Less land used by terminals	6	"Concern for Toronto Police Services because it would be too confusing with York Region Police"	2
Good entrance/commuter parking	4	PPUDO should be north of Steeles	2
Greater use of Hydro corridor	3	"No access to station on Steeles north side"	2
Least costly	4	"Distance of hydro corridor facility from station"	1
Does not impact on 500 KV lines	1	Walking distance from campus for northern terminal	1
PPUDO close to major intersection	1	Limits flexibility for operations	1
York Region Police only would have jurisdiction over most of station/ less confusion between York and Toronto Police	1	"Smaller building/ less space for buses"	2
"good connection with all modes"	1	Need for Hydro One to review feasibility of bus terminal in hydro corridor	1

Advantages	No. of Respondents	Disadvantages	No. of Respondents
PPUDO close to pedestrian entrance	2	Too much drop off traffic close to York U campus and Steeles	1
Less bus activity on Steeles	1	Some bus terminal frontage on Steeles	1
Less traffic issues	1	"Needs to be at Jane Street to be useful"	1
Proximity to parking/ PPUDO	2		
Best configuration/ preferred	2		
Entrances convenient to commuter parking/PPUDO and street	3		
PPUDO separate from commuter parking lot/ bus terminal - reduced traffic congestion	3		
None	1		
"It is a very functional and simple design"	1		
See 1a	1		
"Better"	1		
"Maximum commuter parking"	2		
"Separate cars/ buses"	1		
"Also okay"	1		
"More centralized"	1		
"Straight underground concourse"	1		
Best location for PPUDO	1		
"Good locations for entrances and bus terminals"	1		
Option 3			
Preferred	5	Only two entries to subway	2
Consolidation of terminals/ good bus to bus transfer	5	Higher capital cost to build	5
Consolidation of facilities	3	No access to station on north side of Steeles	1
Traffic movement	1	Difficult to effectively downsize	1
Less footprint/ protects for development	8	Concentration of buses at two access points	1
Environmentally seems more sustainable	1	Similar to 2 but less optimal location of surface facilities	1
PPUDO away from frontage	1	Access north of Steeles	1
All on public lands/ uses existing property	2	Limits flexibility for operations	1
"Consolidates all in York Region for response for emergency services"	1	Could be issue for double decker bus height clearance	1
"Self contained" PPUDO	1	Congestion due to location of PPUDO in commuter parking lot	2
Proximity to parking/ PPUDO	1	Worst - least number of entrances/ worst layout and use of space	1
None	1	"Most multi-level bus terminals are not attractive buildings, and unless make it nice is in the design criteria,	2

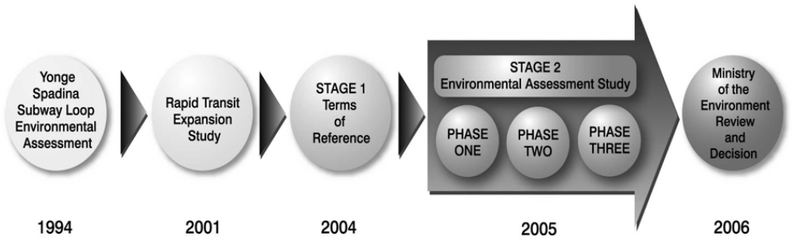
Advantages	No. of Respondents	Disadvantages	No. of Respondents
		it will be ugly too	
See 1a	1	Need to cross new east-west street to get to station entrance from commuter parking	1
No PPUDO south of Steeles	1	"Needs to be at Jane Street to be useful"	1
No use of York lands	1	Will have stairs, escalators (bus terminal)	1
Lower cost for one bus terminal	1	More expensive maintenance costs bus terminal	1
Space to expand in the future	1	PPUDO should be closer to bus terminal	1
		"The underground concourse is not straight"	1
		None	1

Question 3d – Steeles West – General Comments

	No. of Respondents
Prefer/support Option 3	8
Prefer/support Option 2	9
Prefer Options 1a or 1b	2
Pedestrian safety crossing Steeles Avenue	1
A preliminary approval should be secured from Hydro One to confirm feasibility of bus terminal as proposed in Option 2	1
Must have pedestrian access south of Steeles	1
Support location of commuter parking - avoids traffic congestion on south side of Steeles	1
Need adjustments to Jane/Steeles intersection to accommodate increased commuter traffic from north and west	1
"I don't have any strong opinions"/ layout not important	2
The western terminus needs to be at Jane Street, where better route connections can be accomplished	1
Prefer bus terminal at Highways 407/7	1
"One building - not stacked!"	1
Prefer the cheapest option.	1
Concerned about pedestrian connections between bus terminals	1
Steeles West Station should have 4 platforms	1

An extension of the Spadina Subway to Steeles Avenue via York University is preferred because it: 1) Better supports City of Toronto, City of Vaughan and York Region planning objectives; 2) Allows terminal station commuter facilities to be located outside the York University campus core; 3) Facilitates improved transit links with York Region; and 4) Does not preclude Looping of the Yonge and Spadina Subways in the long term.

Environmental Assessment Study Process



The Study will be conducted in accordance with the Ontario Environmental Assessment Act. The preferred Subway Extension will be selected through a 3-phase process. During Phase 1 of the Study, alternative routes (and general station locations) will be developed and selected. Once the preferred route is selected, alternative alignments (and specific station locations) within the preferred route will be developed and evaluated. Lastly, during Phase 3, the preferred alignment and station locations will be selected.

Study Area

The Study area is bounded by 1) Sheppard Avenue (south), 2) Black Creek (west), 3) Highway 7 (north), 4) Wilmington Avenue/ Dufferin Street (east).

Inventory of Existing and Future Conditions.
An inventory was conducted to review, update and augment information collected for the original EA. This inventory will be used to develop alternatives and select the preferred subway route. Further details of the inventory are available at **www.ttc.ca** (click on Spadina Subway Extension).

What Routes are Being Studied?

During Phase 1 of the Study, eight routes have been developed**, as described below:**

Route	GO Bradford Rail interchange station located at:	Keele/Finch area station located at:	York University Station located at:
1	Sheppard Avenue West	Keele/Finch intersection	Commons
2	Sheppard Avenue West	Keele/ Murray Ross intersection	Commons
3	Sheppard Avenue West	Keele/ Murray Ross intersection	Sentinel
4	Sheppard Avenue West	Keele/Finch intersection	Sentinel
5	Finch Avenue West	Keele/ Murray Ross intersection	Commons
6	Finch Avenue West	Keele/ Murray Ross intersection	Sentinel
7	Chesswood Drive	Keele/ Murray Ross intersection	Commons
8	Chesswood Drive	Keele/ Murray Ross intersection	Sentinel

All routes would terminate at Station at Steeles Avenue in the vicinity of lands acquired by York Region for a future inter-regional transit terminal.

How will the Preferred Route Be Determined?

Each of the routes described above meet all of the Project Objectives. However, some offer additional benefits or have fewer adverse effects. The following **Evaluation Criteria** and **Indicators** have been developed to evaluate each of the eight routes.

Evaluation Criteria	Indicators
Convenience for riders to walk to local stations.	• Existing population and employment within 500 metres walking distance of subway stations. • Future population and employment within 500 metres walking distance of subway stations. • Student activity within 500 metres walking distance of York University station.
Convenience for other modes of travel.	• Connection to Finch West Bus (Route 36) and Keele Bus (Route 41) in Keele/Finch area. • Ease of accessibility for other travel modes (taxi, bicycle, Wheeltrans, passenger pick up and drop off, ambulatory / non-ambulatory disabled persons).
Conform with current approved planning documents.	• Conformity with the stated goals, objectives and policies of the City of Toronto planning documents. • Conformity with the goals, objectives and policies of the Region of York and the City of Vaughan planning documents.
Maximize redevelopment potential in support of the subway extension.	• Conformity with the development objectives of Downsview lands and York University. • Conformity with the objectives of the new City of Toronto Official Plan. • Potential to stimulate appropriate, intensified redevelopment in proximity to station locations.
Maximize the potential to create a high quality urban / pedestrian environment.	• Ability to integrate stations with the existing and future built form. • Potential to enhance the existing and future built form and create a safe pedestrian environment.
Protect existing stable land uses.	• Proximity to residential neighbourhoods. • Length of route within Keele Industrial Area. • Proximity to sensitive operations at York University.
Minimize the potential effects on important natural and cultural heritage areas and features.	• Proximity to important natural and cultural heritage areas/features.
Minimize the capital and operating costs of the subway extension.	• Length of subway route.
Maximize the revenue generated from the subway system.	• Total number of passengers on the extension
Maximize the subway extension in lands with no property costs to the project.	• Length of subway route within existing road rights-of-way.

We Need Your Input

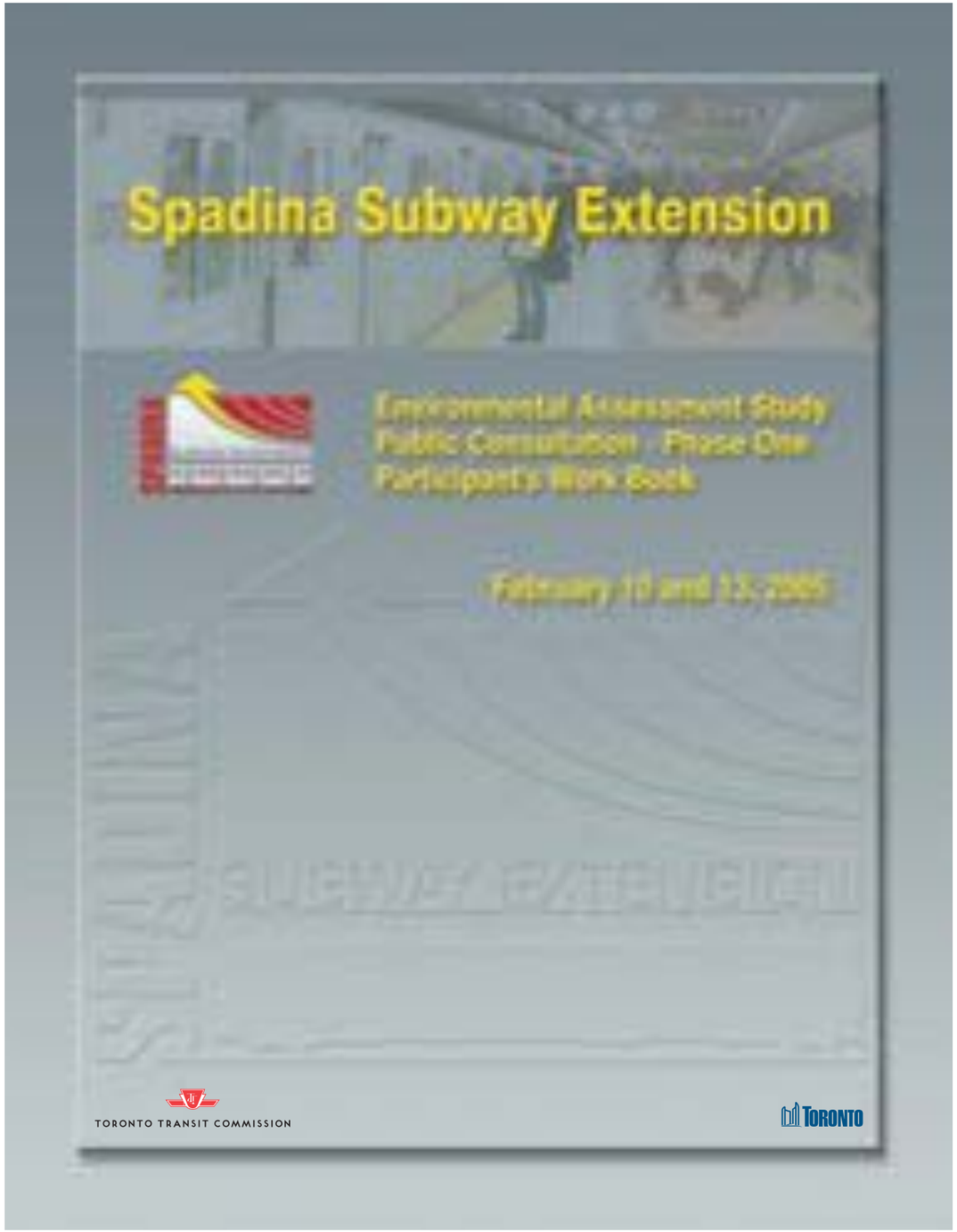
The EA study plan calls for public consultation. You can choose your level of involvement from the following options: 1) Visit the Project web site (www.ttc.ca); 2) Visit the Virtual Open House on the web site and give us your comments; 3) Attend an Open House, talk to the Project Team and give us your comments; 4) Attend and participate in a facilitated workshop, led by the Project Team; 5) Contact the Project team by our 24/7 dedicated phone line, email, mail or fax; 6) Complete and send us prepaid comment forms (available at all open houses and workshops). Public Information Centres, including an open house, staff presentation and workshop will be held at the end of Phases 2 and 3.

Next Steps

During Phase 2 public consultation (Spring 2005), the project team will present and request input on: 1) the evaluation of alternative routes; 2) the preferred route; 3) alternative alignments within the preferred route; and 4) criteria to evaluate the alternative alignments.

February 2005

ATTACHMENT D
PARTICIPANT'S WORK BOOK



1. Review of Previous Studies

1994 Yonge-Spadina Subway Loop Environmental Assessment Study

In the early 1990's, The Toronto Transit Commission (TTC) and Toronto (formerly Metro) conducted the 1994 Yonge-Spadina Subway Loop Environmental Assessment (EA) Study. (See map at the end of this question). The resulting EA study report recommended that the Spadina Subway Extension be constructed in two phases:

- **Phase 1 of the project would be from Downsview Station to York University.**
- **Phase 2 would see the Spadina Subway joining at Finch Subway station on the Yonge Subway. This connecting route via Steeles Avenue was called the "loop". Phase 2 would have been many years into the future.**

The study recommended that since the looping option was so far off into the future, a further assessment should be made to verify if looping was still needed. The Minister of the Environment and Energy approved Phase 1 of the project, but due to a lack of funding, no further work was undertaken.

2001 Rapid Transit Expansion Study (RTES)

RTES provides an important basis for the current EA Study.

In 2001, the TTC conducted the Rapid Transit Expansion Study. RTES looked at the needs and priorities for expanding TTC's subway system to the year 2021. RTES recommendations provide opportunities for moving the Subway system beyond the borders of the City of Toronto and into York Region. These findings are important because they allow for the looping of the Spadina Subway with the Yonge Subway north of Steeles Avenue. Therefore, an initial extension of the Spadina subway north of York University, to a new terminal at Steeles Avenue is now possible under this scenario. Reassessment of the "loop" connection was in keeping with the final recommendation of the 1993 Environmental Assessment Study.

The RTES report identifies that the new City of Toronto's Official Plan and the City of Vaughan's Corporate Centre (Highway 7 and Jane Street) may be better supported by an alternate subway alignment than the one approved in 1994.

The 2001 Rapid Transit Expansion Study recommendations were to:

- **Extend the Spadina Subway from Downsview Station via York University to Steeles Avenue and, ultimately, to the future Vaughan Corporate Centre;**
- **Conduct further study into the best route from Downsview Station to Steeles Avenue.**

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Are you in support of these recommendations?

- ❑ Yes
- ❑ Somewhat
- ❑ No

Space is provided here for you to add comments to your selected response.

Spadina Subway Extension
Environmental Assessment Study

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Spadina Subway Extension
Environmental Assessment Study

2. Study Area Boundaries

The Spadina Subway Extension Environmental Assessment Terms of Reference document approved in 2004 identified a study area. All reasonable alternative routes for the Spadina Subway Extension that meet the project objectives are situated well within the study area. Therefore, all direct and indirect effects of the Spadina Subway Extension will be contained within the study area as defined in the Terms of Reference.

Would you refine the study area?

- ❑ Yes
- ❑ Somewhat
- ❑ No

Space is provided here for you to add comments to your selected response.

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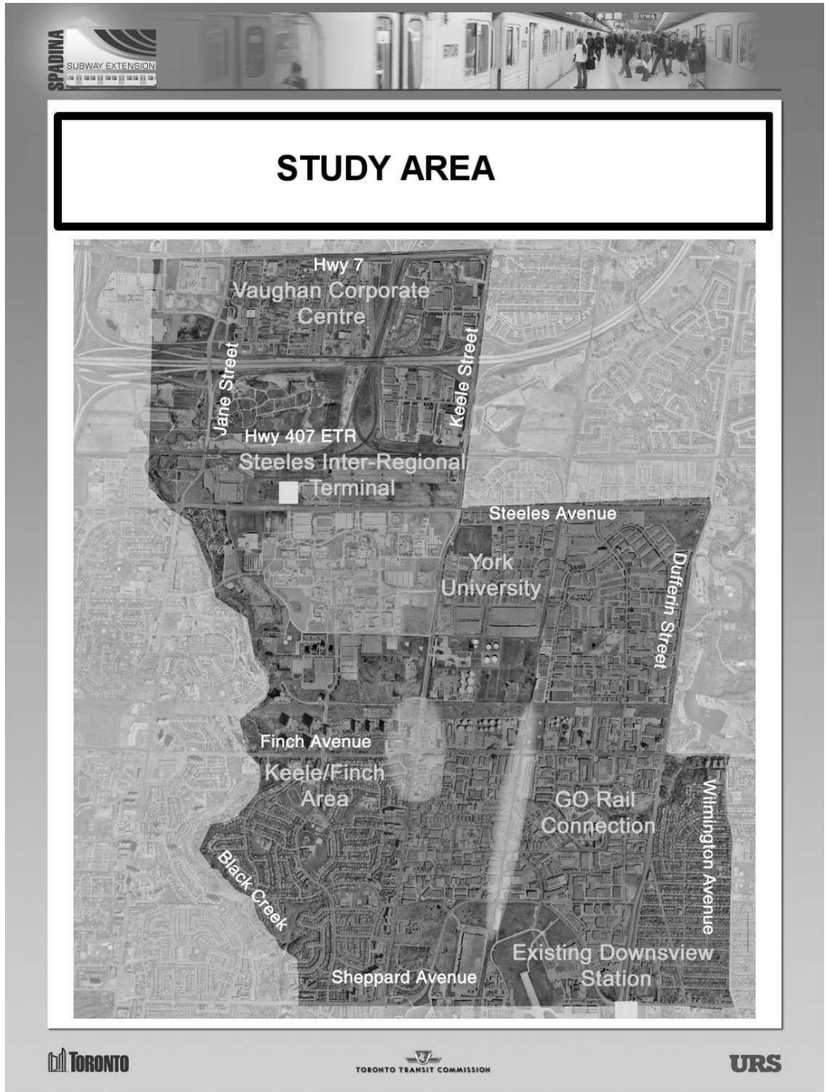

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Environmental Assessment Study

3. Inventory of Existing and Future Conditions

The mapped diagrams contain the inventory of existing and future conditions within the study area. Examining the existing conditions ensures that potential impacts and benefits of the subway extension (and its stations) are known. The impacts and benefits are considered in the process of selecting the preferred route. See the mapped diagrams on the following pages.

Please review these charts.

A) Are there any features that have been identified that should not be considered when selecting the preferred route?

B) Are there important local features that have been missed that will be important in selecting the preferred route?

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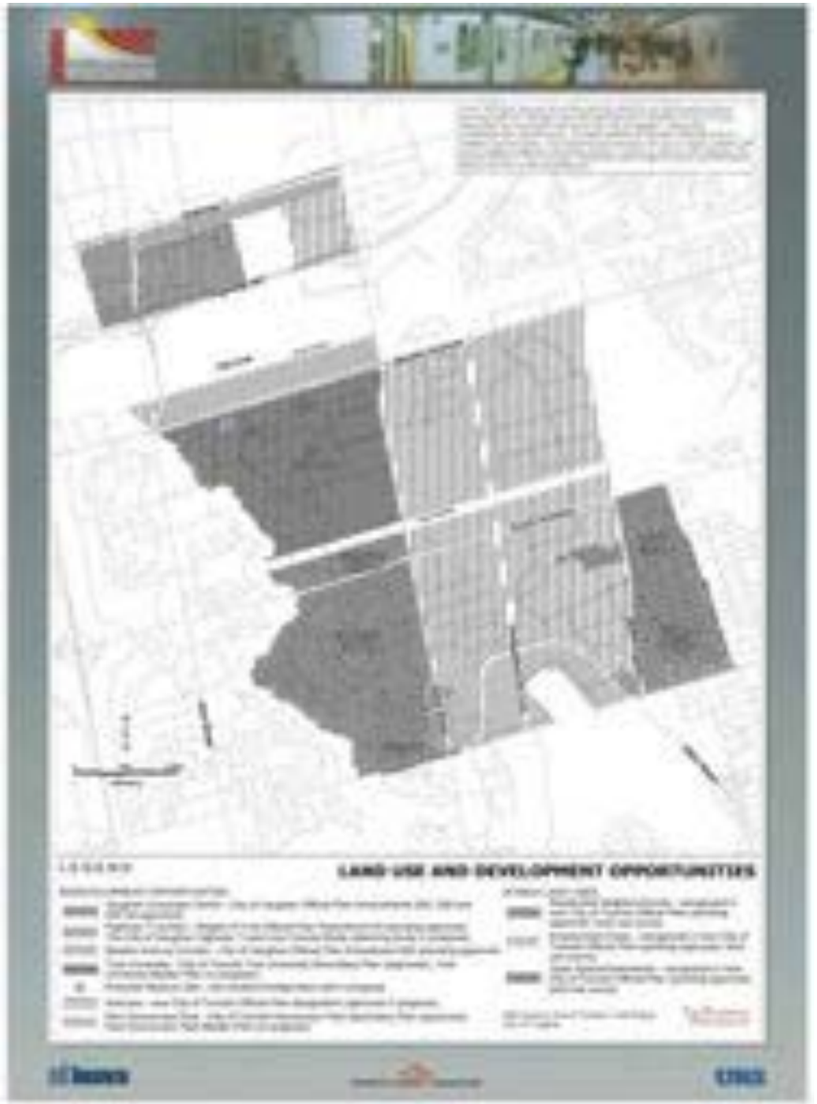

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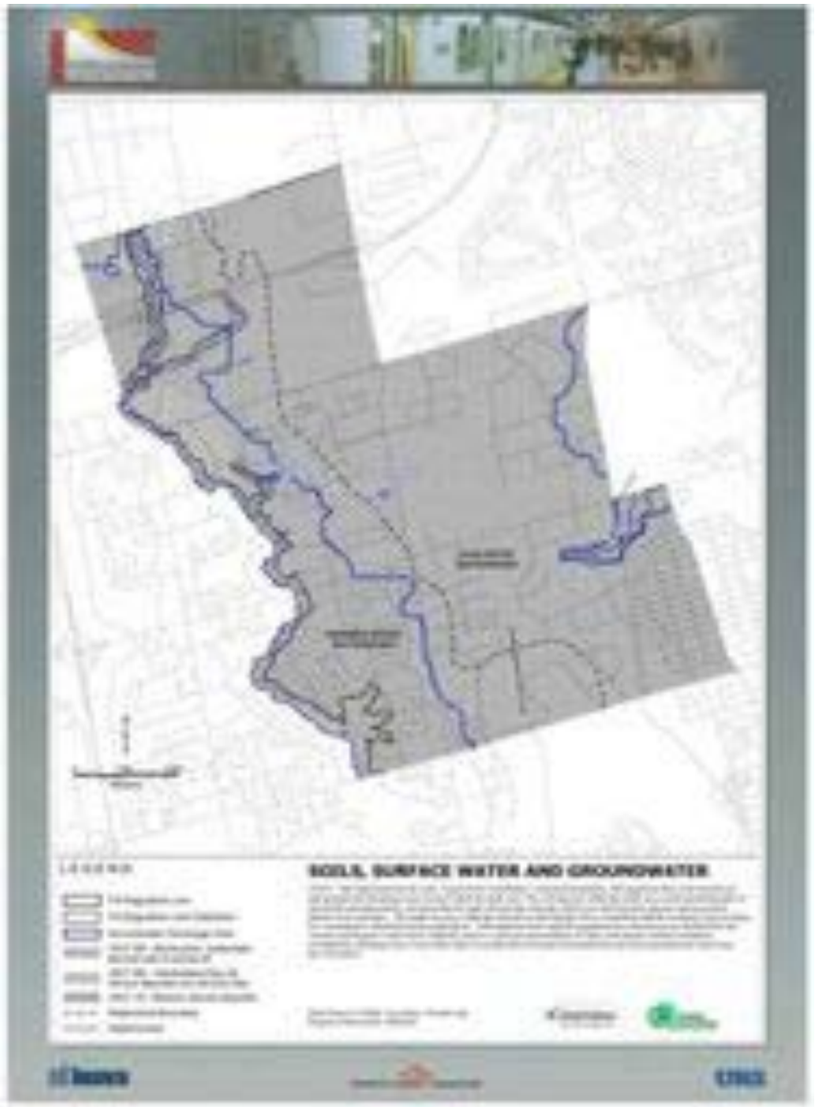

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Type of Facility	Facility Name	Facility Number
Community/ Recreation Centres/ Arenas	Grandravine Community and Recreation Centre	A1
	C. W. Jefferys Indoor Pool	IP1
	York Woods Public Library	L1
	Grandravine Outdoor Pool	OP1
	Doublerink Arenas/Vaughan Iceplex	AV1
Parks	Garthdale Park	P1
	Fountainhead Park	P2
	Black Creek Parkland	P3
	Derrydowns Park	P4
	Topcliff Park	P5
	Northwood Park	P6
	Brookwell Park	P7
	Grandravine Park	P8
	Sentinel Park	P9
	Bratty Park	P10
	Driftwood Park	P11
Emergency Services	Ambulance Station #1	AS1
	Fire Station #141	FS1
Child Care Centres	Cast for Kids (Child Care)	C1
	Wilmington Best (Child Care)	C3
	York University Co-op (Child Care)	C4
	Faith Lutheran Rainbow's End (Child Care)	C5
	Young Artists (Child Care)	C7
	Stilecroft (Child Care)	C8
	University City YMCA (Child Care)	C9
	Derrydown (Child Care)	C10
	Children are People Child Care	C11
	Children's Playground (Child Care)	C12
	The Lee Wiggins Child Care	C13
	Finch Business Park Child Care	C14
	Kinder Connection (Child Care)	C15
Separate Schools	St. Jerome Catholic School (Elementary)	CE1
	St. Wilfrid Catholic School (Elementary)	CE2
	James Cardinal McGuigan Catholic Secondary School	CS1

Spadina Subway Extension
Environmental Assessment Study

COMMUNITY/RECREATIONAL/INSTITUTIONAL FACILITIES LOCATED WITHIN THE STUDY AREA		
Type of Facility	**Facility Name**	**Facility Number**
Public Schools	Charles H. Best Elementary School (West)	PE1
	Derrydown Public School	PE3
	Elia Middle School	PE4
	Lamberton Public School	PE5
	Sheppard Public School	PE6
	Stilecroft Public School	PE7
	Wilmington Public School	PO2
	C.W. Jeffery's Collegiate Institute	PS1
	William Lyon Mackenzie Collegiate Institute	PS2
Private Schools	Adelfihas Christian Academy	PR1
	Alpha High School	PR2
	Community Hebrew Academy	PR3
	Merle L. Levine Academy Inc.	PR4
	Pushkin Private School	PR5
	Toronto Farsi School	PR6
	Toronto Institute of Technology	PR7
	Walden Learning Centre Academy	PR8
Places of Worship	Faith Lutheran Church	PW1
	St. Wilfrid Roman Catholic Church	PW2
	House of Praise Tabernacle	PW3
	Indonesian Christian Church	PW4
	Korean Full Gospel Central Church	PW5
	Friendship Community Church	PW6
	Toronto Shiva Satsangh	PW7
	Ebenezer Holiness Church	PW8
	Living Faith Ministry	PW9
	Light House Church	PW10
	Imdadul Islamic Centre	PW11
	Mount Zion Filipino	PW12
	Kingdom Hall of Jehovah Witness	PW13
	Revival Time Tabernacle	PW14
	Toronto Church of Christ	PW15
	Free Christian Reformed Church	PW16
	Deeper Life Crusades	PW17
	Benjamin Park Memorial Chapel	PW18
	Adath Sholom Synagogue	PW19
	Neth Jacob Synagogue	PW20
	Bethel Prayer	PW21
	Redemption City of Faith	PW22
	Nazarene Spiritual Baptist Church	PW23
	Apostolic Prayer Ministry	PW24

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4. Choosing the Best Route Evaluation Criteria and Indicators

Review the table on the following page. It lists the categories of the evaluation criteria.

A) - Within the **evaluation criteria** categories, is there any criterion you would:

- Add
- Remove
- Refine, and please provide explanation for your recommended change.

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B) - Do you think any of the **indicators** are more important than the others? If so which one(s) and why? Which of the **indicators** do you think are most important?

Indicator No.	Your Comment

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How Will We Choose the Preferred Route?		
Objectives	**Evaluation Criteria**	**Indicators**
A) Provide subway service to the Keele/Finch area, York University and a new inter-regional transit terminal at Steeles Avenue.	**A1)** Convenience for riders to walk to local stations.	**A1.1)** Existing population and employment within 500 meters walking distance of subway stations.
		A1.2) Future population and employment within 500 meters walking distance of subway stations.
		A1.3) Student activity within 500 meters walking distance of York University station.
		Other?
B) Provide improved connections between the TTC subway and GO Transit, York Region Transit and TTC buses.	**B1)** Convenience for other modes of travel.	**B1.1)** Connection to Finch West Bus (Route 36) and Keele Bus (Route 41) in Keele/Finch area.
		B1.2) Ease of accessibility for other travel modes (taxi, bicycle, Wheeltrans, passenger pick up and drop off, ambulatory / non-ambulatory disabled persons).
		Other?
C) Support local population and employment growth.	**C1)** Conform with current approved planning documents.	**C1.1)** Conformity with the stated goals, objectives and policies of the City of Toronto planning documents.
		C1.2) Conformity with the goals, objectives and policies of the Region of York and the City of Vaughan planning documents.
		Other?
	C2) Maximize redevelopment potential in support of the subway extension.	**C2.1)** Conformity with the development objectives of Downsview lands and York University.
		C2.2) Conformity with the objectives of the new City of Toronto Official Plan.
		C2.3) Potential to stimulate appropriate, intensified redevelopment in proximity to station locations.
		Other?

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How Will We Choose the Preferred Route?		
Objectives	**Evaluation Criteria**	**Indicators**
C) (continued) Support local population and employment growth.	**C3)** Maximize the potential to create a high quality urban / pedestrian environment.	**C3.1)** Ability to integrate stations with the existing and future built form.
		C3.2) Potential to enhance the existing and future built form and create a safe pedestrian environment.
		Other?
D) Minimize adverse environmental effects.	**D1)** Protect existing stable land uses.	**D1.1)** Proximity to residential neighbourhoods.
		D1.2) Length of route within Keele Industrial Area.
		D1.3) Proximity to sensitive operations at York University.
		Other?
	D2) Minimize the potential effects on important natural and cultural heritage areas and features.	**D2.1)** Proximity to important natural and cultural heritage areas/features.
		Other?
E) Achieve reasonable capital and operating costs.	**E1)** Minimize the capital and operating costs of the subway extension.	**E1.1)** Length of subway route.
		Other?
	E2) Maximize the revenue generated from the subway system.	**E2.1)** Total number of passengers on the extension.
		Other?
	E3) Maximize the subway extension in lands with no property costs to the project.	**E3.1)** Length of subway route within existing road rights-of-way.
		Other?

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5. Alternative Subway Routes

Using the Route Maps, 1 to 8, on the following pages, respond to the following:

A) The project team has identified eight (8) alternative routes. Have we identified a reasonable number of routes?

- ❑ Yes
- ❑ No, you missed one – see my sketch/explanation below.
- ❑ No, I think you should eliminate some routes from the list (Identify name/route number and your rationale for removing it from the list).

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B) Indicate which is your favourite route. Tell us why it is your favourite. Would you make any changes to the route and why?

C) Would you propose any other changes or refinements to the routes or general station locations? Please describe. Remember to tell us the route number you are referring to.

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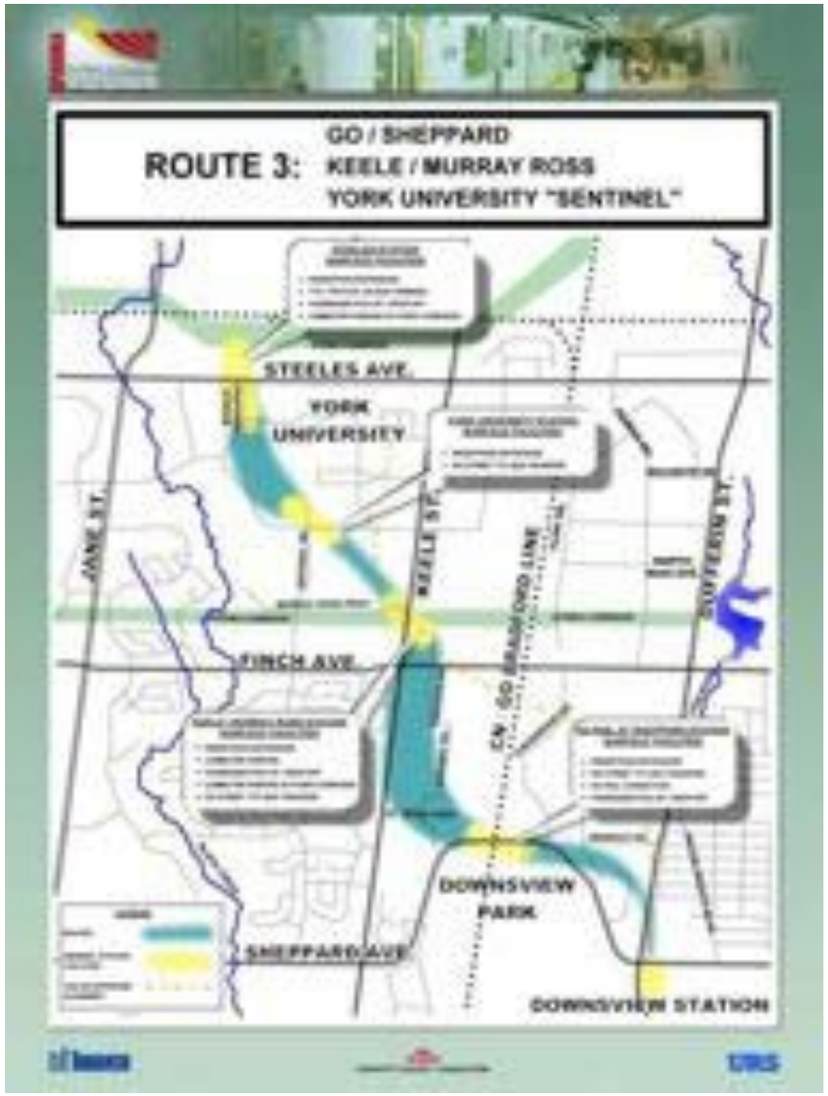

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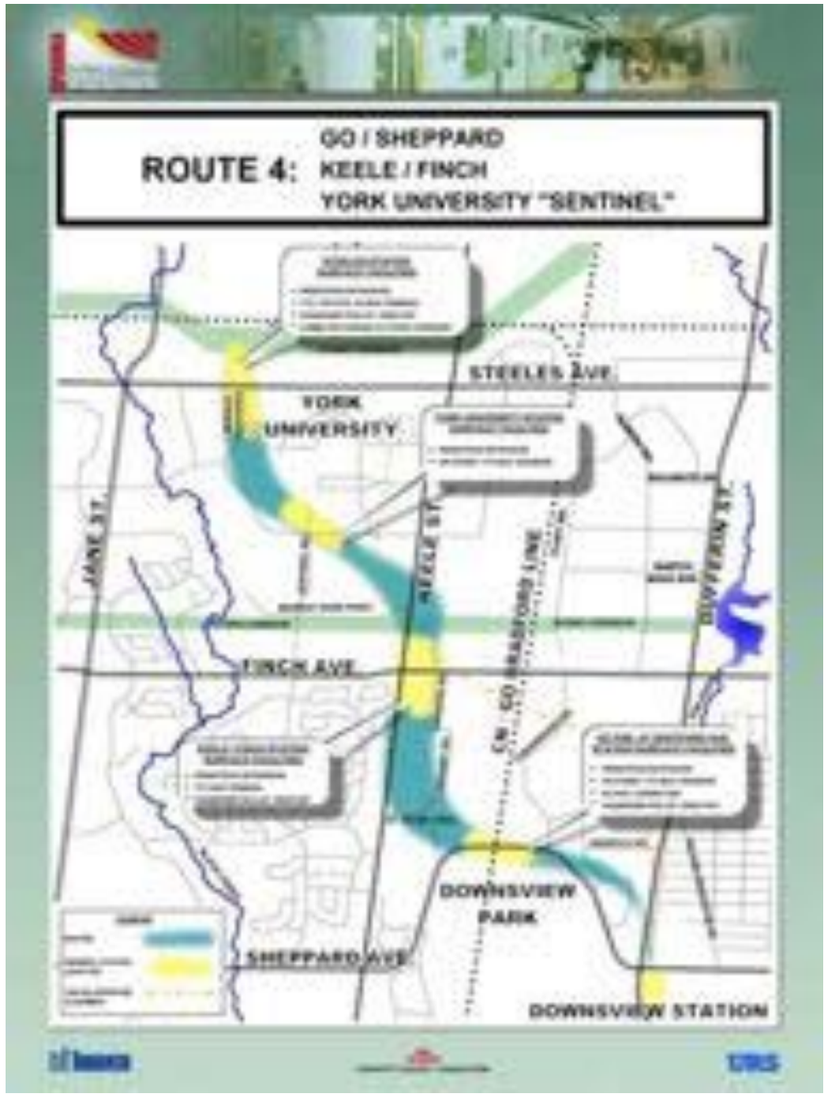

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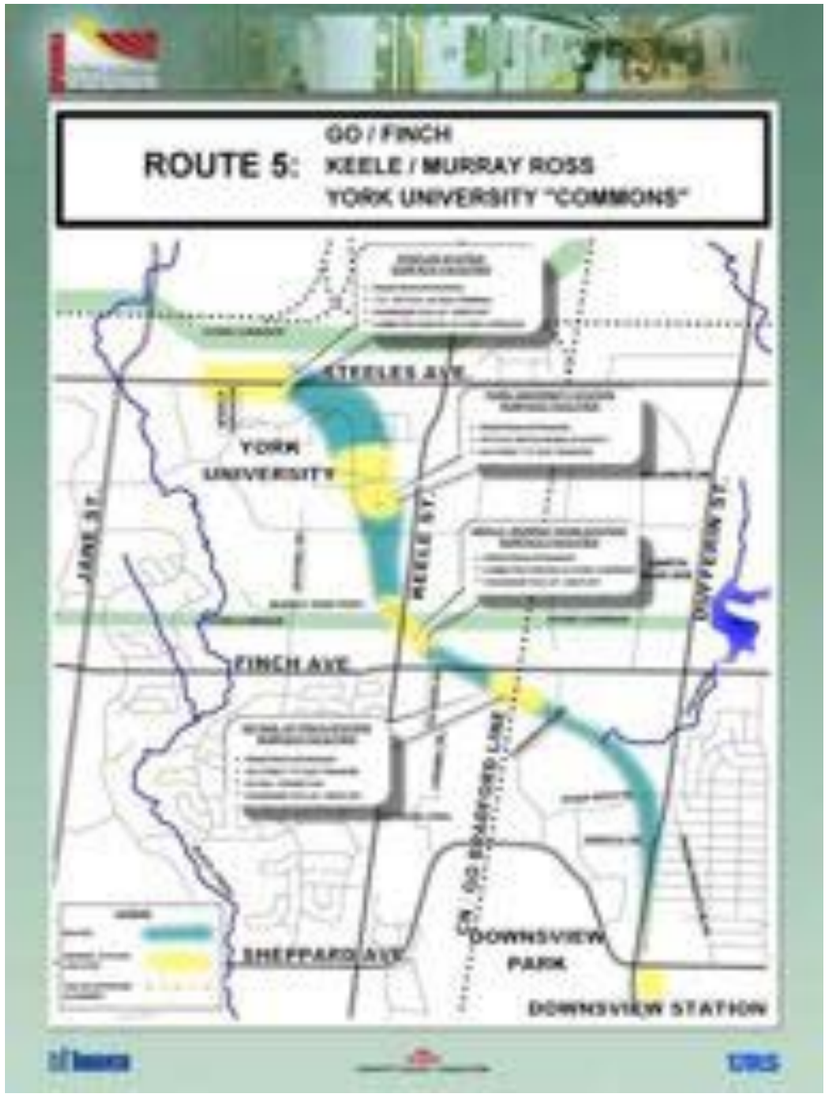

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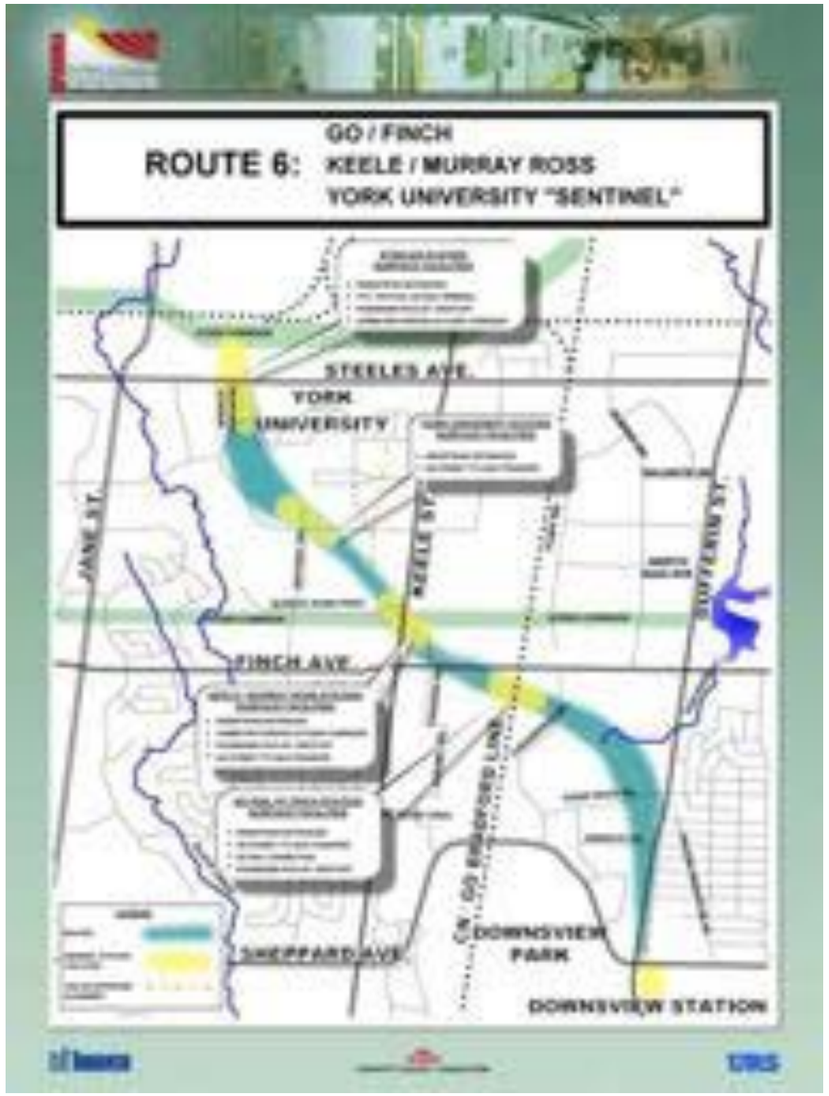

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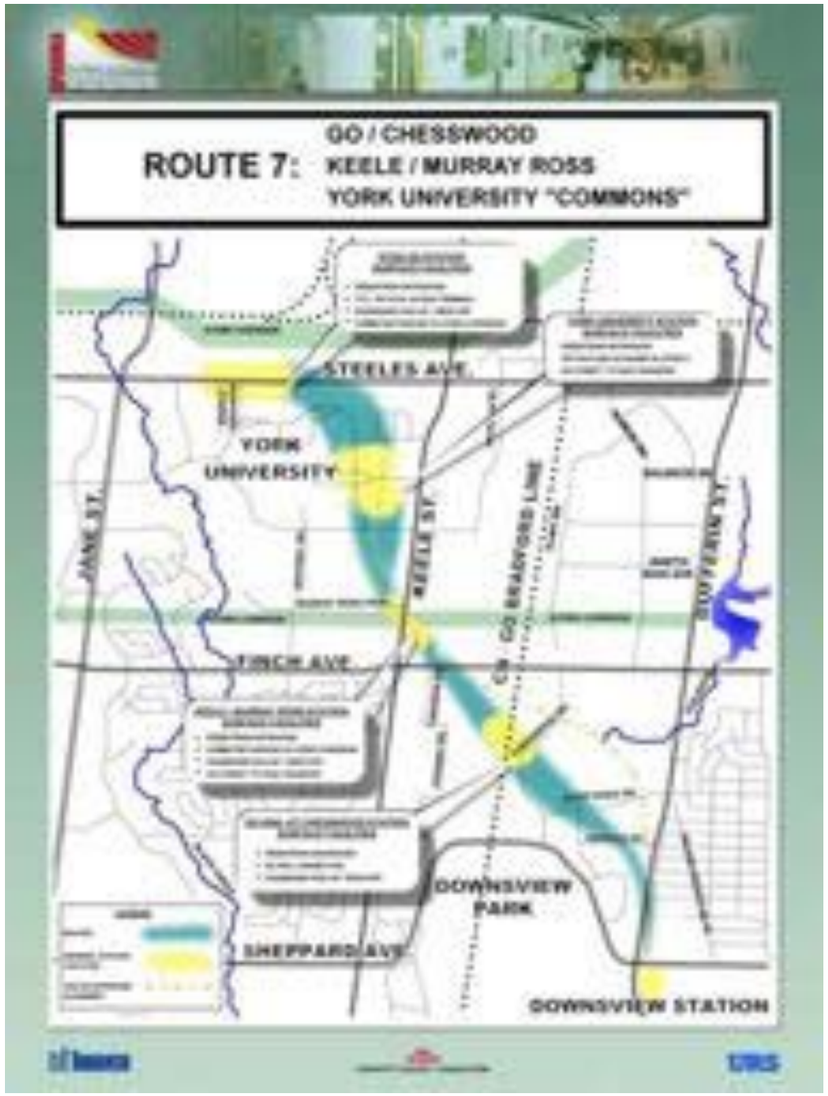

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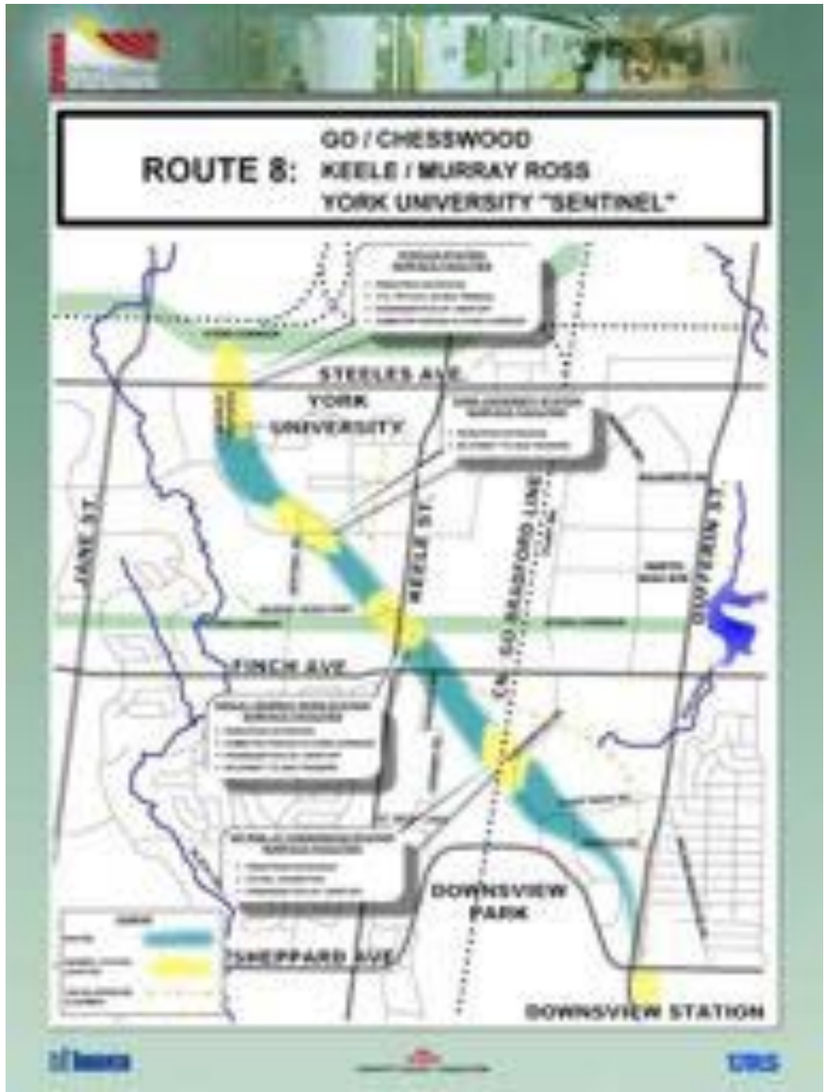

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Glossary

Alignment
Refers to the specific horizontal and vertical geometric configuration of the subway tracks. Alignments will be developed and evaluated during Phases 2 and 3 of the Environmental Assessment Study. An alignment appears as a line on a map.

Bus Rapid Transit
Buses operating in an exclusive right-of-way to achieve improved speed, reliability and capacity by avoiding road traffic congestion. The Downsview Bus-Only Lanes are an example of Bus Rapid Transit.

Environment
Environment as defined in the Ontario Environmental Assessment Act means:
a) air, land or water;
b) plant and animal life, including human life;
c) the social, economic and cultural conditions that influence the life of humans or a community;
d) any building, structure, machine or other device or thing made by humans;
e) any solid, liquid, gas, odour, heat, sound, vibration or radiation resulting directly or indirectly from human activities; or
f) any part or combination of the foregoing and the interrelationships between any two or more of them, in or of Ontario.

Environmental Assessment (EA)
A decision-making process used to determine the advantages and disadvantages to the environment of proceeding with a proposed project. Under the Ontario Environmental Assessment Act, the Spadina Subway Extension is required to undergo an Environmental Assessment before a decision is made on whether or not the project should proceed.

For more information about environmental assessments and the process, visit the Ontario Ministry of the Environment web site at: www.ene.gov.on.ca

Evaluation Criteria
Principle or standard on which a judgement or decision may be based.

Higher Order Transit Corridor
Term used in the City of Toronto Official Plan, which refers to existing or future transportation routes warranting improved transit priority and capacity. Includes busways, Light Rapid Transit and subways.

Indicator
Characteristic or attribute which can be measured, i.e. data.

Official Plan
An Official Plan is a long-term policy document, which governs development and land use activities of a municipality.

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Rapid Transit
Rail or bus transit service operating completely separate from all modes of transportation in an exclusive right-of-way.

Route
General corridor between Downsview Station and Steeles Avenue, linking general subway station locations. These will be developed in Phase One and evaluated in Phase Two of the Environmental Assessment.

Spadina Subway
Refers to the St. George Station to Downsview Station section of the Yonge-University-Spadina Subway.

Subway
An electric railway, with the capacity for a heavy volume of traffic, operating completely separate from all modes of transportation in an exclusive right-of-way.

Subway Station
A passenger facility on a subway which provides access to subway trains. A subway station always includes pedestrian entrances and may also include other commuter faiclities, such as parking and bus stops or terminals.

Terms of Reference
Document which provides a framework for the preparation of the Environmental Assessment (EA) and a benchmark for the subsequent review and approval of the EA.

Vaughan Corporate Centre
Vaughan Corporate Centre is a 900 hectare site along the Highway 7 corridor, just each of Highway 400, which is the planned future downtown of the City of Vaughan. Once developed, the Corporate Centre will include business offices, residences, entertainment and cultural facilities, and pedestrian shopping areas. In the long term, the Corporate Centre will include 1,500 to 2,000 dwelling units and support 30,000 jobs.

Yonge Subway
Refers to the Union Station to Finch Station section of the Yonge-University-Spadina Subway.

Yonge-Spadina Subway Loop
Refers to the project to extend and connect (via Steeles Avenue) the Yonge and Spadina Subway Lines (Phase 1, Downsview Station to York University approved by the Minister of the Environment in 1994).

Public Consultation – Phase One
Participant's Work Book

Contact Us

On-Line Commenting:
www.ttc.ca (click on Spadina Subway Extension icon)

Mail to:
Spadina Subway Extension
Environmental Assessment Study
Engineering Department
1138 Bathurst Street
Toronto, Ontario M5R 3H2

Fax* us:
416-392-2974

***Fax Alert**
Sending personal information by fax is not a secure means of transmission. It is recommended that you complete and return the complaint/commendation by regular mail to the address noted above.

Questions? Call our 24-hour comment line at 416-338-3333

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Spadina Subway Extension
Environmental Assessment Study

ATTACHMENT E
FINAL ROUTE EVALUATION CRITERIA AND INDICATORS

Project Objectives	Evaluation Criteria	Indicators
A) Provide subway service to the Keele/Finch area, York University and a new inter-regional transit terminal at Steeles Avenue.	A1) Convenience for riders to walk to local stations.	A1.1) Existing population and employment within 500 m walking distance of stations. A1.2) Future population and employment within 500 m walking distance of stations. A1.3) Students, faculty and staff within 500 m walking distance of the York University station.
B) Provide improved connections between the TTC subway and GO Transit, York Region Transit and TTC buses.	B1) Convenience for other modes of travel.	B1.1) Connection to Finch West Bus (Route 36) and Keele Bus (Route 41) in the Keele/Finch area. B1.2) Ease of accessibility for other travel modes (taxi, bicycle, pedestrians, WheelTrans, passenger pick-up and drop-off, commuter parking, ambulatory/non-ambulatory disabled persons).
C) Support local population and employment growth.	C1) Conform with current approved planning documents.	C1.1) Conformity with the goals, objectives and policies of the City of Toronto planning documents. C1.2) Conformity with the goals, objectives and policies of the Region of York and the City of Vaughan planning documents.
	C2) Maximize redevelopment potential in support of the subway extension.	C2.1) Conformity with the objectives of the new City of Toronto Official Plan. C2.2) Conformity with the development objectives of Downsview lands and York University. C2.3) Potential to stimulate appropriate, intensified redevelopment in proximity to station locations.
	C3) Maximize the potential to create a high quality urban/ pedestrian environment.	C3.1) Ability to integrate stations with the existing and future built form. C3.2) Potential to enhance the existing and future built form and create a safe environment for pedestrians, cyclists and passengers.

Project Objectives	Evaluation Criteria	Indicators
D) Minimize adverse environmental effects.	D1) Protect existing stable land uses.	D1.1) Length of subway route adjacent to residential neighbourhoods. D1.2) Length of route within Keele Industrial area. D1.3) Number of sensitive operations at York University within the zone of influence of the subway extension.
	D2) Minimize the potential effects on important natural and cultural heritage features.	D2.1) Number of important natural heritage features within the zone of influence of the subway extension. D2.2) Area of groundwater discharge within the zone of influence of the subway extension. D2.3) Number of important cultural heritage features within the zone of influence of the subway extension.
E) Achieve reasonable capital and operating costs.	E1) Minimize the capital and operating costs of the subway extension.	E1.1) Length of subway route.
	E2) Maximize the revenue generated from the subway extension.	E2.1) Total number of a.m. peak passengers on the subway extension.
	E3) Maximize the subway extension in lands with no property costs to the project.	E3.1) Length of subway route within existing road rights-of-way.

Spadina Subway Extension Environmental Assessment Study

Phase Two Public Consultation Record
August 2005

TORONTO TRANSIT COMMISSION

TORONTO

Spadina Subway Extension Environmental Assessment Study
Phase Two Consultation Record

1 INTRODUCTION

The purpose of this report is to document the public and stakeholder agency consultation process and results for Phase Two of the Spadina Subway Extension Environmental Assessment. These consultations were held as follows:

- Stakeholder Agency Workshop at York University on May 17, 2005;
- Public Open Houses at York University on May 17, 2005 and C.W. Jefferys Collegiate Institute on May 18, 2005;
- Public Workshop at C.W. Jefferys on May 18, 2005; and
- On-line Commenting through the TTC web site (www.ttc.ca) from May 17 to June 1, 2005.

2 BACKGROUND

The TTC and the City of Toronto are conducting an Individual Environmental Assessment (EA) to determine the best alignment and station locations for a proposed extension of the Spadina Subway from Downsview Station to Steeles Avenue (via York University). The EA Terms of Reference was approved by the Minister of the Environment on September 13, 2004.

During Phase One of the EA Study, the Study Team (consisting of URS Canada Inc and sub-consultants, TTC and the City of Toronto):

- Conducted an inventory of existing and future conditions;
- Reviewed and confirmed the Study Area;
- Reviewed alternative projects (based on the 1994 Yonge-Spadina Loop Environmental Assessment Study and the 2001 Rapid Transit Expansion Study);
- Developed alternative subway routes (including general station locations); and
- Developed route evaluation criteria.

The findings of Phase One of the EA Study were presented to the public and stakeholders for review and comment in February 2005. The Phase One consultation results are documented in a separate report "Spadina Subway Extension Environmental Assessment Study Phase One Public Consultation Record" (June 2005) which is posted on the TTC web site (www.ttc.ca).

During Phase Two of the Study, the Study Team:

- Evaluated alternative routes (including general station locations);
- Recommended the technically-preferred route (Route 1);

- Developed alternative alignments (including detailed station, bus terminal and commuter parking locations) within Route 1 for further analysis and evaluation; and
- Developed alignment evaluation criteria to be used to select the preferred alignment and station layouts.

3 PURPOSE AND OBJECTIVES

The purpose of the Phase Two consultations was for the public and key stakeholder agencies to:

- Review and confirm route evaluation and recommended Route 1;
- Provide preliminary feedback on alternative alignments and station layouts; and
- Review and comment on the type and importance of proposed evaluation criteria and indicators to be used to evaluate the alternative alignments and station layouts during Phase 3 of the EA study.

4 CONSULTATION METHODS/APPROACH

In accordance with the approved Terms of Reference, the Study Team conducted open houses, workshops and e-consultation. This range of opportunities allowed members of the public and stakeholder agency staff to choose their level of participation in the consultation process.

The consultation program was designed to reach the following target audiences:

- Residents, businesses and property owners located within and adjacent to the EA Study Area (bounded by Sheppard Avenue (south), Highway 7 (north), Black Creek (west) and Wilmington Avenue/ Dufferin Street (east);
- City of Toronto and York Region transit users;
- York University students, faculty and staff; and
- Stakeholder agencies with a direct interest in the Project.

5 PROMOTION AND NOTIFICATION

5.1 General Public

Members of the public were notified of the Open Houses and Workshops as follows:

- Newspaper Advertisements (Metro Daily on May 11, 2005, Toronto Star on May 7, 2005; North York Mirror on May 6, 2005, Thornhill Liberal on May 10, 2005, and Vaughan Citizen on May 5, 2005) (see Appendix A for copy of advertisement),
- TTC Media Release on May 11, 2005 (see Appendix A for copy),
- TTC web site (from April 27 to May 18 2005) and York University web site
- York U campus posters,
- Email and Canada Post direct mailing list (approximately 500 persons), and
- Newsletters (see Appendix A for copy) distributed by Canada Post to approximately 100,000 residences and businesses in the area bounded by Rutherford Road (north), Jane Street (west), Wilson Avenue (south) and Bathurst Street (east).

5.2 Stakeholder Agencies

As listed in Appendix B, representatives of 35 agencies were invited to participate in the May 17, 2005 workshops.

5.3 Politicians

City of Toronto and York Region Councillors, local Members of Provincial Parliament and local Members of Parliament were sent letters of invitation to the public Open Houses and Workshop from the TTC Chair, Howard Moscoe on April 29, 2005.

6 EVENT DESCRIPTION

Approximately 400 people attended the open house and 40 people attended the stakeholder agency workshop at York University. About 100 people attended the open house and 35 people attended the public workshop at CW Jefferys.

6.1 Workshops

Approximately 40 persons representing the following 19 agencies attended the Stakeholder Agency Workshop:

- City of Toronto Planning
- City of Toronto Transportation

- City of Vaughan
- Department of National Defence (DND)
- Department of Fisheries and Oceans
- GO Transit
- Enbridge Pipelines
- Hydro One Networks
- Imperial Oil
- Ministry of Transportation
- Parc Downsview Park (PDP)
- Smart Commute – Black Creek
- Toronto District School Board
- Toronto Police Services
- Toronto and Region Conservation Authority (including Black Creek Pioneer Village)
- Trans-Northern Pipelines
- York University
- York University Development Corporation

About 35 persons participated in the Public Workshop held on May 18, 2005 from 7 pm to 10 pm at CW Jefferys Collegiate Institute.

Both workshops commenced with a presentation by URS Canada Inc., which covered the following topics:

- Overview of route analysis and reasons for selecting Route 1,
- Alignment generation criteria,
- Proposed alignments to be evaluated (including "flyover" video), and
- Overview of alignment and station layout evaluation.

The presentations were followed by a brief question and answer period. Once the question and answer session was completed, the facilitated workshop commenced. The participants were divided into groups of 3 to 8 persons. Each group was led by a facilitator (trained professional staff from URS Canada Inc, LGL Limited, the City of Toronto and the Toronto Transit Commission) who guided the participants through questions and supporting materials and led group discussions. Study Team staff were available to answer any technical questions raised by Workshop participants. At the end of the workshop, the facilitators presented the results of their group's discussions. Participants were encouraged to take copies of reference diagrams and materials but were requested to leave their completed workbooks with the Study Team.

A total of 28 workbooks (see Appendix C for sample) were submitted at the stakeholder agency workshop and 11 at the public workshop. The submittal rate is

lower than the numbers of attendees because some participants elected to take the workbooks with them to have more time to respond to the questions. By June 1, 2005, 4 additional completed workbooks were received by mail.

6.2 Open Houses

The public Open Houses were held as follows:

- Tuesday, May 17, 2005 - York University, Central Square – 3 pm to 7 pm; and
- Wednesday, May 18, 2005 – CW Jefferys Collegiate Institute, 4:30 pm to 6:45 pm.

Approximately 400 persons attended the York University Open House and 100 attended the CW Jefferys Open House. Because the academic year ended in April, attendance at York University was significantly lower than the Phase One Open House, which was held in February 2005. CW Jefferys attendance was also lower than the February 2005 and April 2004 events, possibly because it was held in the late afternoon on a weeknight. The previous Open Houses events were held on a weeknight evening (April 2004) and a Sunday (February 2005).

Open House attendees were greeted by Study Team staff and were invited to sign up for the project mailing list. The Open House presentation and feedback materials included the following:

- Display panels (see Appendix D), which presented the evaluation and selection of Route 1, alternative alignments and station layouts and proposed evaluation criteria and indicators to be used to select the preferred alignment and station layouts;
- Scrolling video presentation with voice over, which provided a video simulation of the alternative alignments as well as similar information to the panels;
- Fact Sheets (see Appendix D), which provided a summary of the information presented on the display panels;
- Comment Forms (see Appendix D), which requested comments on the selection of Route 1 as the preferred route, the proposed alignments and station layouts, the proposed evaluation criteria and indicators, and feedback on the Open House event and promotion methods; and
- Project Business Cards, which included contact information for the Study Team.

Study Team members were available to answer questions. Attendees were encouraged to complete comment forms while at the Open House, but pre-paid envelopes were also provided for those who wanted to complete the forms at home.

6.3 E-Consultation

E-consultation was available to the general public and stakeholder agencies from May 17th to June 1st via the TTC web site. The e-consultation consisted of an interactive version of the workbook, including supporting diagrams and materials. Over half of all comments (57 of 100 respondents) were received on-line.

7 RESULTS AND STUDY TEAM RESPONSE

The following section:
- Provides an overview of public and stakeholder agency comments;
- Analyses the comments received; and
- Indicates the Study Team's response and/or follow-up actions.

Details of the response rate and a summary of the responses to each question are found in Appendix E.

7.1 Selection of Route 1(Question 1)

7.1.1 Purpose

The purpose of Question 1 was to determine public/stakeholder agency support for the selection of Route 1 as the preferred route, based on the Study Team's analysis and evaluation of the eight routes. These eight routes and the evaluation criteria to be used to select the preferred route were presented to the public/stakeholder agencies for review and comment during the Phase One consultations.

Please review the eight possible routes and the summary of the evaluation results. Route 1 is recommended as the preferred route. During the next phase of the Environmental Assessment Study, detailed alignments, station locations and station facilities layouts will be developed for Route 1. Do you: Agree, Somewhat Agree, Disagree with the analysis and selection of Route 1 as the preferred route?

7.1.2 Overview/ Analysis of Responses

As shown in Table 1, over eighty per cent (81) of respondents agreed with the selection of Route 1. Those who "somewhat" agreed or disagreed with the selection of Route 1 cited a variety of reasons, including preference for:
- Another one of the eight routes (7 respondents);
- Station location(s) shown on another one of the eight routes (3 respondents);
- The Spadina Subway Extension to serve different destinations in the Study Area (including Jane/Finch and Jane/Steeles) (3 respondents); and
- Alternate subway expansion projects (Subway to Airport, Sheppard Subway Extension to Downsview Station) (2 respondents).

Table 1
Summary of Responses to Question 1

Response	Number	Percentage of Total Responses
Agree	81	81 %
Somewhat Agree	10	10 %
Disagree	9	9 %
No Response	5	Not Applicable
TOTAL RESPONSES	100	100 %

7.1.3 Study Team Response/Follow-up Action

Given the strong endorsement of Route 1 by the public and stakeholders, the Study Team will proceed with the development and evaluation of detailed alignments and station layouts, which are located within the Route 1 corridor.

7.2 Alignments (Question 2)

7.2.1 Purpose

The purpose of questions about the northern and southern alignment alternatives was to have the public and stakeholder agencies identify key issues to be considered by the Study Team during the alignment evaluation.

All alternative alignments would converge at a station (Finch West Station) to be located under the Keele Street road right-of-way at Finch Avenue. Therefore, it would be possible to use any combination of alternative northern and southern alignments. Accordingly, the northern and southern alignments would be evaluated

separately and the preferred alignment (to be determined during Phase 3) would consist of the best northern and the best southern alignment sections combined.

What are the advantages and disadvantages (i.e. "pros" and "cons") of the 4 southern alignment alternatives?
What are the advantages and disadvantages (i.e. "pros" and "cons") of the 3 northern alignment alternatives?

7.2.2 Southern Alignments - Overview/Analysis of Responses

Alignment S1
The main benefits of Alignment S1, identified by respondents, were as follows:
- Least impacts on existing buildings/business (Keele Industrial Area);
- Opportunities for cost savings (use of open cut method instead of tunnelling, use of publicly-owned lands);
- Access to Parc Downsview Park (PDP) / support of future development of PDP lands; and
- Maximises use of Keele Street right-of-way.

However, the following key disadvantages were noted:
- Tight curve on the alignment immediately north of Downsview Station; and
- Sheppard West Station location too far south of Sheppard Avenue (poor pedestrian access, walking distance to station for passengers transferring from bus services operating on Sheppard Avenue).

Alignment S2
For Alignment S2, which is also located on DND/PDP lands, but closer to Sheppard Avenue, respondents noted the following key advantages:
- Proximity to Sheppard Avenue;
- Access to Parc Downsview Park (PDP) / support of future development of PDP lands; and
- Impacts on existing buildings/business (Keele Industrial Area).

Therefore, Alignment S2 was seen to have similar advantages to S1 plus the added benefit of improved access to Sheppard Avenue. A limited number of respondents (4 persons) identified Alignment S2 as their preferred alternative.

A limited number of perceived drawbacks were noted, including:
- Significant curves (impacts on operating speeds);
- Poor access to future GO platform; and

- Potential traffic impacts on Sheppard Avenue during construction.

Alignment S3
The main advantage identified for Alignment S3 was proximity to Sheppard Avenue (including convenient access for bus passengers and other pedestrians). Other advantages included access to the Keele Industrial Area (located north of Sheppard Avenue) and the possible GO Rail platform north of Sheppard Avenue.

Respondents indicated the main disadvantage would be the impact of Alignment S3 on existing buildings and properties. Similar to Alignments S1 and S2, concerns were raised about the number and radii of curves in Alignment S3.

Alignment S4
The majority of respondents commented that the key advantage offered by Alignment S4 was that it was the most direct, shortest route, which was perceived to result in faster train operating speeds, shorter travel times and lower construction costs. In addition, a few respondents observed that the location of Sheppard West Station on Alignment S4 would provide convenient subway access for existing Keele Industrial Area.

However, several drawbacks were identified including:
- Remoteness from Sheppard Avenue (bus passenger and pedestrian access) and the PDP lands; and
- Need for acquisition of private property/ impacts on existing businesses and buildings.

Southern Alignments – General Comments
Respondents were asked to add any further comments about the Southern Alignments. Several persons took the opportunity to identify their preference or support for specific option(s), as summarised in Table 2.

Table 2
Respondents Preference/Support for Alternative Southern Alignments

Prefer/Support	No. of Respondents
Alternative S1	10
Alternative S2	10
Alternative S3	3

A few respondents also commented they were in favour of tunnelling to avoid impacts on existing buildings, traffic and pedestrians.

7.2.3 Northern Alignments – Overview/Analysis of Responses

Alignment N1
The following advantages were identified for Alignment N1:

- Location of York University Station (convenient siting at "Commons", good pedestrian access to Campus);
- Use of York University campus road right-of-ways minimises impacts on existing buildings;
- Orientation of Steeles West Station would permit extension of Subway to Jane and Steeles.

The main disadvantage would be the number /radii of curves in the alignment (perceived impact on operating speeds). Concerns about construction impacts on York University campus traffic and buildings as well as operations impacts of the section of the alignment running near or beneath academic buildings and/or the proposed Tribute Community (located on the south side of the campus) were also noted.

Alignment N2
The main benefits of Alignment N2 were cited as follows:

- Location of York University Station (near "Commons" area);
- Fewer/"better" curves in the alignment;
- Less disruption to York University buildings; and
- Use of Keele Street road right-of-way.

Some respondents were of the opinion that the York University Station would be located too far from the "Commons" area. Other concerns included possible vibration impacts for the section of the alignment passing under the Schulich building and construction impacts for the section of the alignment passing under the York University wood lots.

Alignment N3
The main benefit identified for Alignment N3 was that it was observed to be straighter than the other alignments, and, therefore, was expected to offer the fastest and "smoothest" ride for subway passengers. Similar to Alignment N2, respondents also noted that Alignment N3 would result in less impact on York University campus buildings during construction and that the alignment would maximise use of the Keele Street right-of-way.

Interestingly, contrary to the advantages listed above, a lesser number of respondents indicated disadvantages would be the number/radii of curves and impacts on campus buildings during the construction and operation of the Subway.

Potential impacts due to the alignment passing under the York University wood lots were also noted.

Northern Alignments – General Comments
Respondents were asked to add any further comments about the Southern Alignments. Several persons took the opportunity to identify their preference or support for specific option(s), as summarised in Table 3.

Table 3
Respondents Preference/Support for Alternative Southern Alignments

Prefer/Support	No. of Respondents
Alternative N1	2
Alternative N2	2
Alternative N3	4
Either N2 or N3	3

Because Alignments N2 and N3 follow similar routes, it is not surprising that some respondents stated they were in favour of both.

7.2.4 Study Team Response/Follow-up Action

There are a number of issues raised through the consultation process that require clarification by the Study Team. These are addressed below:

- **Curve Radii (Northern and Southern Alignments)** – In a number of instances, respondents perceived that curves in specific alignment options (such as S1 and N1) would result in slower operating speeds and/or passenger discomfort. In fact, the curves shown for all of the alignment alternatives are equal to or better than TTY's technical design criteria for minimum curve radii. Accordingly, all alignment options would offer similar train operating speeds and passenger comfort.

- **Access to Future GO Rail Platform at Sheppard West Station (Southern Alignments)** – Some respondents perceived that there would be differences in walk distance/ time for passengers transferring between the proposed Sheppard West Station and the future GO Rail Bradford service platform. The location of the GO Rail platform would be co-ordinated with the Sheppard West Station location; thereby minimising walking distances for transferring passengers. As well, transfer time between the optimal location for the GO Rail Station for each southern alignment alternative will be measured and included in the alignment evaluation to be conducted during Phase 3 of the EA Study.

- **Length of Alignment (Northern and Southern Alignments)** – Several respondents also perceived significant differences between the lengths of the alternative alignments. In fact, the difference between the longest combinations of alignments (S1 and N1) and the shortest pair (S4 and N1?) is less than 300? metres. Differences in the lengths of the alignment alternatives will be measured during the Phase Three analysis. As well, any travel time and capital/operating cost implications will be determined.

- **Orientation of Steeles West Station (Northern Alignments)** – A few respondents were of the opinion that Alignment N1 would facilitate a future subway station at Jane and Steeles. However, all northern alignment options would protect for a further extension of the Spadina Subway from Steeles West Station (at Steeles and North-West Gate) to Vaughan Corporate Centre, which would preclude a future station at Jane and Steeles.

Other specific issues raised by the public/stakeholder agencies, which will be addressed during Phase 3 of the EA Study, include the following:
- Construction methodology,
- Impacts on existing buildings/structures,
- Land development and redevelopment opportunities,
- Transfer times between subway platforms and other travel modes (buses, parking, passenger pick-up and drop-off, etc),
- Traffic impacts during construction of the Spadina Subway Extension,
- Capital, operating and property acquisition costs,
- Potential noise and vibration impacts,
- Subway operating speed/travel and passenger comfort, and
- Impacts on York University wood lots.

7.3 Station Layouts (Question 3)

7.3.1 Purpose

Respondents were requested to comment on alternative station layouts for Finch West Station and Steeles West Station. Comments were not sought for Sheppard West or York University Stations because these would only have pedestrian entrances. For all stations, further details on pedestrian entrance locations will be presented for review and comment during the next round of consultations.

Similar to the alignments, the purpose of the questions about the Finch West and Steeles West alternatives were to identify key issues/ areas of concern to be

considered by the Study Team during the evaluation of the alternative station layouts.

What are the advantages and disadvantages (i.e. "pros" and "cons") of the 5 Finch West Station options?
What are the advantages and disadvantages (i.e. "pros" and "cons") of the 4 Steeles West Station options?

7.3.2 Finch West Station Layouts - Overview/Analysis of Responses

Respondents were asked to identify the advantages and disadvantages (i.e. "pros" and "cons") of each layout option. All options included a Passenger Pick-up and Drop-off (PPUDO) in the Finch Hydro corridor, west of Keele Street, and a commuter parking lot in the Hydro corridor, east of Keele Street. Therefore, the difference between each option was the location of the proposed bus terminal.

Finch West – Option 1 (Bus Terminal on Keele Street, South of Hydro Corridor)
The majority of respondents commented on the distance between various commuter facilities (including bus terminal, commuter parking and Passenger Pick-up and Drop-Off) and the subway station pedestrian entrances or platform. As well, several respondents also saw the close proximity of the bus terminal, commuter parking and Passenger Pick-up and Drop-off as advantageous. A limited number of respondents were of the opinion that Option 1 would be the least costly and/or disruptive to existing buildings/ businesses.

The major drawbacks of Option 1 were identified as follows:
- Distance between the PPUDO/commuter parking and the subway station platform;
- Distance between the bus terminal and Finch Avenue;
- Pedestrian safety concerns arising from the distance between the PPUDO/ commuter parking and the station entrances;
- Traffic impacts on Keele Street due to buses entering/leaving bus terminal; and
- Use of Keele Street frontage for a bus terminal was seen to be inappropriate (urban design concerns, lost opportunity for land development, displacement of existing fire station) and/or costly.

Finch West – Option 2 (Bus Terminal North-East of Keele/Finch with Access via Tangiers Road)
Respondents identified the following advantages of Option 2:

- Use of Tangiers Road for bus terminal access (no driveways on Keele or Finch frontages, easier bus access to terminal, reduced traffic congestion / buses on arterial roads and at Keele/ Finch intersection);
- Best option for supporting redevelopment of Keele Street and Finch Avenue (no bus terminal on arterial road frontages); and
- Distance between bus terminal and subway station platform.

The following disadvantages were identified:
- Impact on existing industrial building which would be displaced by the bus terminal;
- Distance between bus terminal and bus services operating on Keele Street and Finch Avenue;
- Distance between bus terminal and commuter parking/PPUDO; and
- Property acquisition cost (for bus terminal).

Finch West – Option 3 (Bus Terminal at South-East Corner of Keele/Finch Intersection)
The main benefits of the bus terminal location were seen to be its proximity to the subway station platform as well as the Keele/Finch intersection (convenient pedestrian and bus access).

The main concerns raised were as follows:
- Distance between the bus terminal and PPUDO/commuter parking;
- Traffic impacts at Keele/Finch intersection due to bus movements entering and leaving the bus terminal;
- Use of prime developable land at intersection for a bus terminal; and
- Distance between the PPUDO/commuter parking and subway station platform/pedestrian entrances.

Finch West – Option 4 (Bus Terminal at North-East Corner of Keele/Finch Intersection)
Respondents cited similar advantages and disadvantages for Options 3 and 4, which is not surprising due to the similar locations of the bus terminal for these two options (north-east vs. south-east corner of the Keele/Finch intersection.

In addition, concerns were raised about the proximity of the bus terminal to housing (west side of Keele Street) as well as the use of the former gas station at the south-east corner (contamination, demolition costs).

Finch West – Option 5 (Bus Terminal South-East of Keele Finch with Access via Keele Street and Tangiers Road)
The main advantage of Option 5, as identified by respondents, was the location of the bus terminal off of Keele Street and Finch Avenue (supporting redevelopment of Keele/Finch intersection, improved urban design). However, several disadvantages were identified, including:
- Distance from the bus terminal to the subway platform, commuter parking and PPUDO;
- Distance between commuter parking/PPUDO and pedestrian entrances; and
- Distance between bus terminal and bus services on Keele Street and Finch Avenue (passenger inconvenience).

A limited number of respondents (4 persons) specifically commented that they felt Option 5 was the least desirable option.

Finch West – General Comments
Respondents were asked to add any further comments about the Finch West Station layouts. Several persons took the opportunity to identify their preference or support for specific option(s), as summarised in Table 4.

Table 4
Respondents Preference/Support for Finch West Station Layout Options

Prefer/Support	No. of Respondents
Option 1	12
Option 2	2
Option 3	1
Option 4	4
Option 5	4

In addition, some respondents stressed the importance of pedestrian safety, particularly for persons walking between the PPUDO/ commuter parking lot and the pedestrian entrances. Lastly, two respondents suggested moving the PPUDO to the east side of Keele Street.

7.3.3 Steeles West Station Layouts – Overview/Analysis of Responses

Similar to Finch West Station, the main difference between the Steeles West Station layout options is the location of the bus terminal(s). In addition, two locations for the PPUDO were identified (Steeles Hydro corridor for Options 1a, 1b and 3 versus York University lands for Option 2).

Steeles West – Options 1a and 1b (Three Bus Terminals)
Both Options 1a and 1b proposed three bus terminals, with two at the same locations (lands immediately north of North West Gate which have already been acquired by York Region for a future bus terminal and the south-east corner of North West Gate and Steeles Avenue on York University lands). A third bus terminal would be located on lands east of the York Region-owned property under Option 1a and on lands west of the York Region property under Option 1b.

Similar comments were received for both Options. The main advantages identified were the distance between commuter parking lot/PPUDO and station entrances and the proximity of the bus terminals to Steeles Avenue.

Several concerns were highlighted, including:
- Bus-to-bus transfers between three terminals (walking distance, passenger confusion);
- Land acquisition costs for three bus terminals; and
- Impact of bus terminals on Steeles Avenue street frontage/ area of land available for development.

Steeles West – Option 2 (Two Bus Terminals)
Under Option 2, one bus terminal would be provided on the York Region lands north of North West Gate and a second terminal would be constructed in the Steeles Hydro corridor.

Respondents identified the following benefits of Option 2:
- Consolidation of bus terminals would result in less inconvenience/confusion for bus-to-bus transfers;
- More land available on the Steeles Avenue frontage for development;
- Cost-effective, efficient use of Hydro corridor; and
- Pedestrian entrances located convenient to PPUDO, commuter parking and/or Steeles Avenue.

Concerns were raised about the location of the PPUDO on developable York University lands. Several respondents indicated a preference for the PPUDO to be located north of Steeles Avenue.

Steeles West – Option 3 (Two-Level Bus Terminal)
Under Option 3, a two-level bus terminal structure would be constructed on the York Region-owned lands, north of North West Gate/Steeles Avenue.

The main advantages identified included:
- Less bus terminal footprint/ more land available for redevelopment; and

- Improved bus-to-bus transfers due to consolidation of bus terminals into a single facility.

A limited number of respondents (5 persons) specifically mentioned their preference for Option 3.

The main drawback noted was the higher capital and maintenance costs for the two-level facility.

Steeles West – General Comments
Respondents were asked to add any further comments about the Steeles West Station layouts. Several persons took the opportunity to identify their preference or support for specific option(s), as summarised in Table 5.

Table 5
Respondents Preference/Support for Steeles West Station Layout Options

Prefer/Support	No. of Respondents
Option 1a/1b	2
Option 2	9
Option 3	8

7.3.4 Study Team Response/Follow-up Action

The Study Team wishes to clarify the following issues raised by respondents:

- **Proximity of Commuter Facilities to Subway Platform** – Many respondents highlighted the importance of locating commuter facilities (including commuter parking, passenger pick-up and drop-off, and bus terminals) as close as possible to subway station platforms, in order to minimise transfer times between buses/ autos and the subway. Measurements of transfer times between each of these facilities and the subway platform will be conducted as part of the analysis of alternative station layouts.

- **Proximity of Commuter Facilities** – Many respondents also perceived that all commuter facilities should be located in close proximity to each other, presumably to facilitate convenient non-Subway based transfers. However, with the exception of bus-to-bus transfers, TTY's experience on the existing subway system indicates that a negligible number of riders transfer between commuter parking lots/ passenger pick-up and drop-off to/from bus services at subway stations. The vast majority of passengers using subway station commuter facilities are transferring to/from the Subway. Therefore, proximity

of commuter facilities to each other is of far less importance than proximity to the Subway Station platform.

Other issues raised by respondents, which will be addressed during the evaluation of alternative station layouts, include the following:

- Impacts on existing buildings and structures,
- Pedestrian safety,
- Bus terminal operations impacts on traffic,
- Impacts of bus terminal locations on development or redevelopment of arterial road street frontages,
- Property acquisition, capital and operating costs, and
- Business disruption/displacement by surface commuter facilities.

7.4 Evaluation Criteria and Indicators (Question 4)

7.4.1 Purpose

The purpose of Question 4 was to seek input from the public and stakeholder agencies on the completeness and relative importance of various indicators to be used to evaluate the alternative alignments and station layouts.

What three criteria are the most important for selecting the preferred alignment and station options? Please let us know why it is important.
Would you make any changes to the indicators? I have no comments, I would modify an indicator(s), I would add a new indicator(s).

7.4.2 Overview/Analysis of Responses

Ranking of Indicators
As summarised in Table 6, respondents were requested to identify the 3 indicators that they felt were most important.

Table 6
Respondents' Ranking of Indicators*

Indicators	1st Choice		2nd Choice Ranking		3rd Choice		Total	Overall Rank
	#	Rank	#	Rank	#	Rank		
A1 Potential for riders to walk to local stations	12	1	4	2	1	5	17	2
A2 Speed and comfort for subway passengers	4	2	4	2	3	4	11	5
B1 Convenience for transfers from bus and train (including Wheel-Trans)	6	2	8	1	4	3	18	1
B2 Convenience for other travel modes	4	2	4	2	4	3	12	4
B3 Ability to accommodate future subway extension into York Region.	1	7	2	4	3	4	6	7
C1 Maximise redevelopment potential in support of the subway extension.	5	3	3	3	7	1	15	3
C2 Maximise the potential to create a high quality urban/ pedestrian environment.	2	6	4	2	5	2	11	5
D1 Potential effects on natural heritage features.	1	7	2	4	0	n/a	3	8
D4 Potential effects on socio-economic features.	1	7	0	n/a	1	5	2	9
D5 Potential effects on pedestrian and traffic access/ flow.	2	6	3	3	1	5	6	7
E1 Minimise the capital costs.	3	5	2	4	4	3	9	6
E2 Minimise the property costs.	0	n/a	0	n/a	1	5	1	10
E3 Minimise the net operating costs.	0		2	4	4	3	6	7

* Total number of times that indicator was selected as a top three choice by respondents.

All of the five highest-ranking criteria relate to the transportation service and land use planning objectives for the Project, which are as follows:

- Provide subway service to the Keele/Finch area, York University and a new inter-regional transit terminal at Steeles Avenue (Objective A);
- Provide improved connections between the TTC Subway and GO Transit, York Region Transit and TTC buses (Objective B); and
- Support local population and employment growth (Objective C).

In addition, minimising capital (E1) and operating costs (E3) was seen to be important criteria for the selection of the preferred alignments and station layouts. Criteria related to environmental impacts received a lower ranking. This may be due to the perception that there are limited issues pertaining to environmental impacts for the Project.

Proposed New Criteria and Indicators

In addition to ranking the criteria developed by the Study Team, respondents were also requested to propose revisions and/or identify additional indicators to be used in the evaluation.

The proposed new indicators and the Study Team's recommendations are summarised in Table 7.

Table 7
Suggested Revisions to Existing Indicators or New Indicators

Indicator	Suggested Revisions to Existing Indicators or New Indicators	Study Team Response
B2 – Convenience for other modes	Add - Length and location of pedestrian walkways.	This will be measured by indicators B2.2 (transfer time for other travel modes) and B2.3 (Quality of walking environment for other travel modes). No change required.
New	Add - Access for emergency services (i.e. Fire, Police, and Ambulance).	New indicator to be added.
New	Add - Support for GO/TTC fare integration.	All alignment and station layout options would have the ability to accommodate enhanced fare and service integration. Therefore, introducing this indicator would not result in any measurable differences between the options. No change required.
New	Avoid use of Steeles West Station commuter parking lot by York University staff and students.	Protecting the lot for exclusive use by transit users will require the implementation of special policies. Because all Steeles West station layout options include commuter parking at the same location in the hydro corridor, the layout or

Indicator	Suggested Revisions to Existing Indicators or New Indicators	Study Team Response
		location of commuter parking would not affect the policies. Therefore, the Study Team recommends no additional indicator. However, preliminary planning is underway to determine the operating strategy for the Steeles West Station commuter parking lot.
New	Impacts on operation of pipelines located in Finch Hydro corridor.	New indicator to be added.

7.4.3 Study Team Response/Follow-up Action

The rankings received from the public and stakeholder agencies will be used to prepare weightings for the evaluation of the alternative alignments and station layouts. The additional indicators adopted by the Study Team (see Table 7, above) will be included in the analysis and evaluation.

7.5 Stakeholder Agency Issues

In addition to general comments about the alignments, station layouts and evaluation criteria and indicators, several stakeholder agencies identified specific issues/concerns.

Follow-up discussions and meetings will be held with key property owners (Toronto Fire Services, Department of National Defence, Parc Downsview Park and York University), the pipeline companies (Enbridge Pipelines, Trans-Northern Pipelines and Sun-Canadian Pipelines), the Technical Advisory Committee (City of Toronto, City of Vaughan, GO Transit, Ministry of Transportation, Toronto and Region Conservation Authority, Toronto Transit Commission, York Region, York Region Transit, York University), and other affected agencies.

8 NEXT STEPS

During Phase 3 of the EA Study, the Study Team will:

- Finalise evaluation criteria and indicators to be used to evaluate the alternative alignments and station layouts;

- Analyse and evaluate the alternative alignments and station layouts;
- Propose entrance locations for all stations;
- Identify possible locations for ventilation shafts and Emergency Service buildings;
- Analyse alternative construction methods and recommend the preferred;
- Determine environmental impacts and propose mitigation measures to minimise any negative effects.

These will be presented to the public and stakeholder agencies for review and comment during the third round of consultations to be held in Fall 2005.

Spadina Subway Extension
Environmental Assessment Study

Phase Three
Public and Stakeholder Consultation Record

November 2005

TORONTO TRANSIT COMMISSION

TORONTO

Table of Contents

1.0 INTRODUCTION

The purpose of this report is to document the public and stakeholder agency consultation process and results for Phase Three of the Spadina Subway Extension Environmental Assessment. These consultations were held as follows:

- Public Open Houses at C.W. Jeffreys Collegiate Institute on October 2nd, 2005 and York University on October 6th, 2005;
- Public Workshop at C.W. Jeffreys Collegiate Institute on October 2nd, 2005;
- Stakeholder Agency Workshop at York University on October 6th, 2005; and
- Online commenting through the TTC web site (www.ttc.ca) from October 1st to 18th, 2005.

2.0 BACKGROUND

The TTC and the City of Toronto are conducting an Individual Environmental Assessment (EA) to determine the best alignment and station locations for a proposed extension of the Spadina Subway from Downsview Station to Steeles Avenue (via York University). The EA Terms of Reference was approved by the Minister of the Environment on September 13, 2004.

During Phase One of the EA Study, the Study Team (consisting of URS Canada Inc and sub-consultants, TTC and the City of Toronto):

- Conducted an inventory of existing and future conditions;
- Reviewed and confirmed the Study Area;
- Reviewed alternative projects (based on the 1994 Yonge-Spadina Loop Environmental Assessment Study and the 2001 Rapid Transit Expansion Study);
- Developed alternative subway routes (including general station locations); and
- Developed route evaluation criteria.

The findings of Phase One of the EA Study were presented to the public and stakeholders for review and comment in February 2005. The Phase One consultation results are documented in a separate report "Spadina Subway Extension Environmental Assessment Study Phase One Public Consultation Record" (June 2005) which is posted on the TTC web site (www.ttc.ca).

During Phase Two of the Study, the Study Team:

- Evaluated alternative routes (including general station locations);
- Recommended the technically-preferred route (Route 1);
- Developed alternative alignments (including detailed station, bus terminal and commuter parking locations) within Route 1 for further analysis and evaluation; and
- Developed alignment evaluation criteria to be used to select the preferred alignment and station layouts.

The findings of Phase Two were presented to the public and stakeholder for their review and comment in May 2005. Phase Two consultation results can also be found posted on the TTC website.

3.0 PURPOSE AND OBJECTIVES

The purpose of the Phase Three consultations was for the public and key stakeholder agencies to:

- Review the analysis of alternative alignments and station concepts;
- Comment on the technically-preferred alignment and station concepts; and
- Comment on potential environmental impacts and mitigation measures for the preferred alignment.

4.0 CONSULTATION METHODS/APPROACH

In accordance with the approved Terms of Reference, the Study Team conducted open houses, workshops and e-consultation. This range of opportunities allowed members of the public and stakeholder agency staff to choose their level of participation in the consultation process.

The consultation program was designed to reach the following target audiences:

- Residents, businesses and property owners located within and adjacent to the EA Study Area (bounded by Sheppard Avenue (south), Highway 7 (north), Black Creek (west) and Wilmington Avenue/ Dufferin Street (east);
- City of Toronto and York Region transit users;
- York University students, faculty and staff; and
- Stakeholder agencies with a direct interest in the Project.

5.0 PROMOTION AND NOTIFICATION

5.1 General Public

Members of the public were notified of the Open Houses and Workshops as follows:

- Newspaper Advertisements (Metro Free Daily on Sept. 26 and 30, 2005, Toronto Star (GTA Section) on Sept. 24, 2005; North York Mirror on Sept. 23, 2005, Richmond Hill & Thornhill Liberal on Sept 24, 2005, and Vaughan Citizen on Sept 24, 2005, Excalibur – York University newspaper on Sept. 21, 2005) (see Attachment A for copy of advertisement);
- TTC Media Release on September 26, 2005 (see Attachment A for copy);
- TTC web site (from September 16 to October 18, 2005 2005);
- York U campus posters;
- Canada Post direct mailing list (approximately 500 persons);
- Newsletters distributed by Canada Post to approximately 46,000 residences and businesses in the Study Area;
- 27,000 Newsletters distributed as an insert in the North York Mirror;
- Email notification (403 persons); and
- Newsletters placed in pamphlet holders at Downsview, Finch and Sheppard Subway Stations and hand delivered to 2 area libraries and 4 area community centres.

5.2 Stakeholder Agencies

As listed in Appendix B, representatives of 35 agencies were invited to participate in the October 6th, 2005 workshop.

5.3 Politicians

City of Toronto and York Region Councillors, local Members of Provincial Parliament and local Members of Parliament were sent letters of invitation to the public Open Houses and Workshop from the TTC Chair, Howard Moscoe on September 14, 2005.

6.0 EVENT DESCRIPTION

About 50 people attended the public open house and 27 people attended the public workshop at CW Jeffreys held on October 2nd. Approximately 600 people attended the Public Open House and 40 people attended the stakeholder agency workshop at York University held on October 6th.

6.1 Workshops

Representatives from the following 14 agencies attended the Stakeholder Agency Workshop:

- Canadian Environmental Assessment Agency
- City of Toronto
- City of Vaughan
- GO Transit
- Ministry of the Environment
- Ministry of Public Infrastructure Renewal
- Ministry of Transportation
- Parc Downsview Park (PDP)
- Smart Commute – North Toronto and Vaughan
- Shell Canada
- Toronto District Catholic School Board
- Toronto Fire Services
- Toronto Police Services
- Toronto and Region Conservation Authority (including Black Creek Pioneer Village)
- York Region
- York University
- York University Development Corporation

Twenty-seven persons participated in the Public Workshop held on October 2nd, 2005 from 2:00 pm to 4:30 pm at CW Jeffreys Collegiate Institute.

Both workshops commenced with a presentation by URS Canada Inc., which covered the following topics:

- Overview of alignment analysis and reasons for selecting alignment combination S2/N3;
- Overview of station layout evaluation and reasons for selecting preferred station layouts;
- Detailed review of the facilities at each of the four stations; and
- Review of environmental impacts and proposed mitigation measures.

The presentations were followed by a brief question and answer period. Once the question and answer session was completed, the facilitated workshop commenced. Participants were divided into groups of approximately 5 to 8 persons. Each group was led by a facilitator (trained professional staff from URS Canada Inc, LGL Limited, the City of Toronto and the Toronto

Transit Commission) who guided the participants through questions and supporting materials and led group discussions. Participants were provided with a workbook (see Attachment C for sample) to complete during the small group discussions. Study Team staff were available to answer any technical questions raised by Workshop participants. At the end of the workshop, the facilitators presented the results of their group's discussions in the form of a feedback session.

A total of 33 workbooks were submitted at the stakeholder agency workshop and 24 at the public workshop.

6.2 Open Houses

The public Open Houses were held as follows:

- Sunday, October 2, 2005 – CW Jeffreys Collegiate Institute, 11:00 am to 2:00 pm; and
- Thursday, October 6, 2005 - York University, Central Square – 1 pm to 5 pm.

Approximately 600 persons attended the York University Open House and 50 attended the CW Jefferys Open House. Open House attendees were greeted by Study Team staff and were invited to sign up for the project mailing list. The Open House presentation and feedback materials included the following:

- Display panels presenting: the evaluation of alternative alignments; evaluation of station layouts; the selection of the preferred alignment and station layouts; and the identification of the potential environmental impacts and proposed mitigation measures for the preferred alignment. (See attachment D)
- Scrolling video presentation with voice over provided a video simulation of the preferred alignment and station concepts as well as similar information to the panels;
- Comment Forms (see Attachment E), which requested comments on the selection of the preferred alignment, the proposed station concepts, and feedback on the Open House event and promotion methods; and
- Project Business Cards, which included contact information for the Study Team.

Study Team members were available to answer questions. Attendees were encouraged to complete comment forms while at the Open House, but pre-paid envelopes were also provided for those who wanted to complete the forms following the event.

6.3 E-Consultation

As in the first two phases on consultation, online commenting was available to the general public and stakeholder agencies from October 1st to October 18th via the TTC web site. The e-consultation consisted of an interactive version of the public workbook, including supporting diagrams and materials. An additional 35 completed workbooks were received using this method.

7.0 RESULTS AND STUDY TEAM RESPONSE

The following section:
- Provides an overview of public and stakeholder agency comments;
- Analyses the comments received; and
- Indicates the Study Team's response and/or follow-up actions.

Details of the response rate and a summary of the responses to each question are found in Attachment F.

7.1 Selection of Preferred Alignment (Workbook Section 1)

7.1.1 Purpose

The purpose of Section 1 was to determine public and stakeholder agency support for the selection of alignment combination S2 (pink) and N3 (white) as the preferred alignment, based on the Study Team's analysis and evaluation of the four alternative alignments in the south section and three alternative alignments in the north section.

***Sample of Question**: Tell us what you think about the analysis and selection of Alternative S2 / N3 as the preferred alignment: I agree with the preferred alignment; I disagree with the selection of S2 as the preferred alignment for the south section, I prefer…..; I disagree with the selection of N3 as the preferred alignment for the north section, I prefer……; Please tell us why?*

7.1.2 Overview / Analysis of Responses

As shown in Table 1, eighty five percent of public respondents and ninety percent of stakeholder agency respondents were in agreement with the selection of alignment combination S2/N3.

Public and stakeholder respondents that disagreed with S2 as the preferred alignment in the south section highlighted a number of reasons and expressed preference for:
- Another one of the four alternative alignments (7 respondents);
- An alignment that locates Sheppard West Station closer to Sheppard Avenue (2 respondents); and
- An alignment that reduces capital and operating costs.

Respondents that disagreed with N3 as the preferred alignment in the north section expressed preference for:
- Another one of the three alternative northern alignments (9 respondents);
- An alignment that reduces vibration and noise on York U campus; and
- An alignment that allows for more open-cut construction opportunities to reduce capital costs.

A number of stakeholder agency respondents commented on refinements to the preferred alignment as follows:
- The preferred alignment should be consistent with the Downsview Area Secondary Plan policy regarding the development of a linear park on Sheppard Avenue frontage. (3 respondents)
- Reconsider open-cut construction method north of Downsview station due to potential impact on businesses adjacent to alignment. (4 respondents)

Table 1: Summary of Responses to Question 1

Response	Public: Number (Percentage)	Stakeholder Agency: Number (Percentage)
Agree with	80 (85%)	28 (90%)
Disagree with S2 only	5 (5%)	2 (7%)
Disagree with N3 only	8 (9%)	1 (3%)
Disagree with S2 and N3	1 (1%)	0
No Response	1	2
Total Reponses	94	31

7.1.3 Study Team Response / Follow-up Action

Due to strong public and stakeholder agency support, the technically-preferred alignment (S2 and N3) was carried forward as the recommended alignment. Following the Phase 3 consultations, minor adjustments were made to the southern alignment in the vicinity of Downsview Station, in order to reduce the number of properties directly impacted by the Subway Project.

7.2 Station Layouts (Workbook Section 2)

7.2.1 Purpose

The purpose of this section of the workbook was to obtain feedback on the evaluation of the alternative station layouts and the selection of the preferred station layout for Sheppard West, Finch West, York University and Steeles West stations.

7.2.2 Overview and Analysis of Responses

Question 2a: Sheppard West Station

***Sample of question:** Please review the proposed station layout shown on Exhibit 6 and tell us what you think: I agree with the station layout as shown; I agree with minor changes; or I disagree, Major changes are required*

Table 2 shows that ninety four percent of public respondents and seventy-six percent of stakeholder agency respondents were in agreement with the preferred station layout for Sheppard West Station, with or without minor[1] changes.

[1] It should be noted here that 'minor' and 'major' are relative terms and that respondents views on what constituted a minor or major change often differed. However, for the purposes of this analysis, responses are based on the option respondents checked in the workbook.

The most frequently cited minor changes for the Study Team to consider were:

- Include a passenger pick-up and drop-off. (6 respondents)
- Ensure a direct connection to GO Rail platform. (5 respondents)
- Explore opportunity for bus access to the station. (4 respondents)
- Consider including commuter parking. (2 respondents)

The most frequently cited major changes for the Study Team to consider were:

- Move station closer to Sheppard Avenue so that entrances can service existing developments north of Sheppard Ave. (5 respondents)
- Ensure easy and convenient connection to GO platform. (2 respondents)

Table 2: Summary of Responses to Question 2a.

Response	Public: Number (Percentage)	Stakeholder Agency: Number (Percentage)
Agree	63 (70%)	4 (14%)
Agree with minor changes	22 (24%)	18 (62%)
Disagree. Major changes required	5 (6%)	7 (24%)
No Response	5	4
Total Reponses	90	29

Question 2b: Finch West Station

Sample of question: *Tell us what you think about the analysis and selection of Option 5 as the preferred Finch West Station layout: I agree with the selection of Option 5, I agree with Option 5, but with comments on the following facilities (Pedestrian entrances, bus terminal, commuter parking, PPUDO or other), I disagree with the selection of Option 5, I prefer Option (1-4)*

Much of the discussion regarding this station concept centered on the distance and connections between the various surface level facilities (bus terminal, commuter parking, passenger pick-up and drop-off (PPUDO)) and the subway station entrances and platform.

Ninety percent of the public respondents agreed with the selection of Option 5 as the preferred station layout (*see Table 3*), with half of them offering comments on the proposed facilities. Example of comments on facilities:

- Distance between commuter parking and station platform too far. (11 respondents)
- PPUDO option B will create increased traffic at the Keele/Finch intersection. (3 respondents)
- Commuter parking lot A will create increased traffic on Four Winds Drive. (3 respondents)

No clear preferred station layout could be identified by those public respondents that indicated an alternative option (*See Table 4*). Options 1, 2 and 3 received an equal level of support as alternative options.

Table 3: Summary of Responses to Question 2b – Level of Agreement with Option 5

Response	Public: Number (Percentage)	Stakeholder Agency: Number (Percentage)
Agree with Option 5	38 (45%)	3 (10%)
Agree with comment on facilities	38 (45%)	9 (31%)
Disagree. I prefer another Option	8 (10%)	17 (59%)
No Response	11	4
Total Reponses	84	29

A majority (59%) of stakeholder agency respondents were in disagreement with Option 5 as the preferred option. The majority of concerns expressed about Option 5 related to the respective distances and pedestrian connections between the various surface facilities. When stakeholders were asked to suggested a more preferred option, Option 2 received the strongest support (*See Table 4*). Option 2 was suggested as the preferred station layout for the following reasons:

- This option brings the bus terminal and subway platform closer to a potential future hydro corridor transit way. (7 respondents)
- Option 2 is better for long term development opportunities and provides better integration with PPUDO and commuter parking facilities. (6 respondents).
- The bus terminal would have greater presence (on frontage rather than within block).
- Greater future economic benefits than option 5 despite greater initial costs.

Table 4: Summary of Responses to Question 2b – Alternative station layout options preferred

Response	Public: Number	Stakeholder Agency: Number
Option 1	4	4
Option 2	3	12
Option 3	4	0
Option 4	1	3

Participants were asked to select their preferred commuter parking lot location and preferred passenger pick-up and drop-off location as part of the preferred station layout. There were two location options (A & B) for each of these facilities. Table 5 summarizes preferences expressed by public and stakeholder agencies.

Table 5: Summary of Responses to Question 2b – Preference on Commuter Parking and PPUDO locations

Response	Public: Number (Percentage)	Stakeholder Agency: Number (Percentage)
Commuter Parking Lot A	40 (57%)	5 (23%)
Commuter Parking Lot B	19 (27%)	13 (59%)
Commuter Parking 'Other'	11 (16%)	4 (18%)
PPUDO A	30 (43%)	12 (58%)
PPUDO B	35 (51%)	3 (14%)
PPUDO 'Other'	5 (6%)	6 (28%)

Commuter parking lot A was selected by the majority of public respondents, with proximity to station (11 respondents) and easy access for Keele Street drivers (3 respondents) being the most frequently mentioned reasons.

Stakeholder Agency representatives identified a preference for commuter parking lot B for the following reasons:

- Works more effectively with the preferred station layout – option 2. (5 respondents).
- Does not impact York University lands south of Murray Ross Parkway and north of Hydro lands. (2 respondents)
- Keeps traffic away from Keele and Finch intersection.

It should also be noted that there were public and stakeholder agency respondents who were in favour of developing *both* commuter parking lots (5) and *neither* parking lots (4).

Again, there was limited consensus with regards to the preferred locations for the PPUDO for this station with location B receiving the highest level of approval from public respondents and location A favoured by stakeholder agency respondents. (*see Table 5*)

Question 2c: York University Station

Sample of question: *Please review the proposed station layout shown on Exhibit 13 and tell us what you think: I agree with the station layout as shown; I agree with minor changes; or I disagree Major changes are required*

Table 6 shows that ninety three percent of public respondents and ninety six percent of stakeholder agency respondents agreed with the proposed station layout for York University with or without minor changes. The most commonly requested minor changes were:

- Integrate a secondary entrance into the Schulich Building (9 respondents); and
- Substation must be below grade (5 respondents).

And major changes:

- Provide a pedestrian link to Seneca College (2 respondents); and
- Drop-off area on Ian MacDonald Blvd.

Table 6: Summary of Responses for Question 2c

Response	Public: Number (Percentage)	Stakeholder Agency: Number (Percentage)
Agree	71 (79%)	19 (67%)
Agree with minor changes	13 (14%)	8 (29%)
Disagree. Major changes required	6 (7%)	1 (4%)
No Response	5	5
Total Reponses	90	28

Question 2d: Steeles West Station

Sample of question: *Tell us what you think about the analysis and selection of Option 1A as the preferred Steeles West Station layout: I agree with the selection of Option 1A, I agree with Option 1A, but with comments on the following facilities (Pedestrian entrances, bus terminal, commuter parking, PPUDO or other), I disagree with the selection of Option 1A, I prefer Option (1B, 2 or 3)*

Most of the discussion regarding this station concept centered on the location and number of bus terminals and the distance and connections to the various transit facilities.

Sixty nine percent of the public respondents agreed with the selection of Option 1B as the preferred station layout (*see Table 7*), and a further twenty five percent agreed but with comments on the surface facilities. Listed below are some examples of comments on facilities:

- Include an additional pedestrian entrance to east parking lot (3 public respondents);
- A stacked terminal would be more convenient (2 respondents); and
- Passenger pick-up and drop-off should be close to subway platform/terminal (4 respondents).

Option 3 received the most support (4 respondents) from those public respondents who choose to select an alternative station layout (see Table 8).

Table 7: Summary of Responses for Question 2d

Response	Public: Number (Percentage)	Stakeholder Agency: Number (Percentage)
Agree with Option 1A	56 (69%)	2 (7%)
Agree with comment on facilities	20 (25%)	10 (37%)
Disagree. I prefer another Option	5 (6%)	15 (56%)
No Response	14	6
Total Reponses	81	27

A majority (56%) of stakeholder agency respondents were in disagreement with Option 1B as the preferred station layout. The majority of concerns expressed about Option 1B related to the location and number of bus terminals and their potential impact on the long term development of the Steeles Avenue frontage and blocks. The following comments were provided:

- Consolidate terminals into one stacked shared structure (3 respondents);
- Move terminals away from Steeles Ave. to create development blocks on north and south frontages;
- Too much land used for bus terminals – limits potential for future development (3 respondents)
- PPUDO should be located as close to Steeles Ave. as possible (2 respondents)

When stakeholders were asked to suggested a more preferred option, Option 3 received the strongest support (*See Table 8*). Option 3 was suggested as the preferred station layout for a number of reasons, which included:

- This option has a lower impact on development potential along Steeles frontage (2 respondents);
- A compact and less land intensive design is preferred (3 respondents);
- Easier to transfer between modes; and
- Supports city building initiatives of both Toronto and Vaughan;

Table 8: Summary of Responses to Question 2d – Alternative station layout options preferred

Response	Public: Number	Stakeholder Agency: Number
Option 1B	0	0
Option 2	1	2
Option 3	4	6

7.2.3 Study Team Response / Follow-up Action

Sheppard West Station

Following the third round of public consultation, minor modifications to the concept were undertaken to facilitate improved pedestrian access from Sheppard Avenue West. During the design of the Station, TTC is committed to working co-operatively with GO Transit to provide a convenient connection with the possible future GO Transit Bradford Rail Line station.

Following the opening of the Spadina Subway Extension, the existing Downsview Station parking lot will be closed. New commuter parking lots will be provided at Finch West Station and Steeles West Station. Provision of a commuter parking lot at Sheppard West Station would not be warranted by demand and would not be compatible with the proposed development of Parc Downsview Park for parkland, a technology park and residential uses.

A major passenger pick-up and drop-off facility is already provided at the existing Downsview Station, which is also situated on Sheppard Avenue West and is less than 1.5? km from Sheppard West Station. Therefore, provision of a passenger pick-up and drop-off would not be warranted

Finch West Station

Due to major concerns raised about the proposed bus terminal location (south and west of the Keele/Finch intersection), the Study Team, in consultation with TTC Service Planning and the City of Toronto, developed a modified version of Option 1 (as presented during the second and third round of consultations), which would locate the bus terminal on the west side of Keele Street, north of Finch Avenue West and would permit the shift of the subway platform to the north. This would result in shorter walk times between the subway platform and all commuter facilities and would provide a convenient connection between the subway platform and the proposed future Higher Order Transit Corridor in the Finch Hydro Corridor, as proposed in the new City of Toronto Official Plan.

In addition, the recommended Finch West Station concept would site the commuter parking lot on the east side of Keele Street (Location B) to minimise impacts on the residential community south of Four Winds Drive. The recommended passenger pick-up and drop-off facility would be located on the west side of Keele Street in the Finch Hydro Corridor (Location A), which would avoid traffic impacts at the Keele/Finch intersection and, due to the north shift of the Finch West Station, would be conveniently located to a pedestrian entrance and the subway platform.

York University Station

Based on strong public and stakeholder the York University Station concept presented during the Phase 3 consultations will be included in the EA Study recommendations. TTC will work with York University during the design of York University Station to integrate the station entrances with adjacent buildings. The location of the substation will be determined during design.

Steeles West Station

As a result of concerns raised by stakeholder agencies, the orientation of the bus terminals was revised to create development blocks on the north and south side of Steeles Avenue. In addition, during the design of the Spadina Subway Extension, TTC and the City will work co-operatively with the City of Vaughan, York Region, York University and transit operators to optimize transit-supportive development in the vicinity of Steeles West Station.

Option 3 is not recommended for implementation due to high capital and maintenance costs as well as lack of flexibility for a two-level bus terminal structure to adapt to changes in demand for bus bays arising from transit ridership growth and the introduction of new services.

7.3 Environmental Impacts and Mitigation Measures (Workbook Section 3)

7.3.1 Purpose

The purpose of Section 3 was to obtain feedback on the list of anticipated environmental impacts of the preferred alignment and the proposed mitigation measures.

Sample of questions: *Are there any environmental impacts that have been missed? If you answered 'yes', please tell us what has been missed and what mitigation measure you would propose. Would you change or add any mitigation measures to address the list of environmental impacts?*

7.3.2 Overview and Analysis of Responses

Limited feedback was provided for this section of the workbook. Only one member of the public (out of 95) chose to provide comment on the proposed mitigation measures. Table 9 highlights the complete list of additional environmental impacts identified by the public and stakeholder agencies.

Table 9: Environmental Impacts Identified by Public Respondents

Environmental Impacts Identified by Public Respondents	Environmental Impacts Identified by Stakeholder Agency Respondents
• Impact on groundwater • Train vibration • Architectural impacts (physical, visual, aesthetics) • Pollution • Ridership that will use the line after line is built for Sheppard/Steeles • Traffic impacts during construction and once the subway extension starts operating. • Residential access to developments near Murray Ross • Geo-state pressure on tracks • Pipeline running through hydro corridor	• Protection of York University woodlot • Finch West - Passenger Pick-up B - impact on existing residential area. • Streetscape/ architectural impacts (physical, visual, aesthetics) • Noise during construction and its impacts on local high schools. • Account for future Finch hydro corridor rapid transit connections. • Need to recognize future fare integration and not design for present arrangements. • Air quality for facilities. • Tree planting and replacement

Changes were suggested to the following mitigation measure(s):

- Mitigation Measure 13 (Groundwater) - Monitoring groundwater impacts should also consider the effects of dewatering on known contaminant plans or other water uses;
- Mitigation Measure 14 (Noise and Vibration) - Should include vibration and dust monitoring during construction;
- Mitigation Measure 15 (Air Quality) - impacts on air quality from bus terminal facilities should also be considered (especially for with Finch West Station).
- Mitigation measures for heritages structures. If you can minimize other environmental impacts eg. support/reinforce building foundations, why is this not also possible with built heritage features?

The following additions were suggested to the list of mitigation measure(s):

- Monitoring of heritage features throughout construction.

- Conduct community liaison to address and resolve complaints.
- Pedestrian/passenger safety - CPTED (Crime Prevention through Environmental Design).

7.3.3 Study Team Response / Follow-up Action

Tables 10 and 11 document the Study Team response and follow-up action for the additional environmental impacts and mitigation measures proposed by the public and stakeholder agencies.

Table 10: Additional Environmental Impacts Identified and Study Team Response/Follow-up Action

Category	Environmental Impacts Identified	Study Team Response/ Follow-up Action
1) Public Comments	a) Impact on groundwater	Previously identified by the Study Team and included in Phase 3 consultation materials.
	b) Train vibration	Previously identified by the Study Team and included in Phase 3 consultation materials.
	c) Architectural impacts (physical, visual, aesthetics)	Aesthetics of stations will be addressed during design and the Site Plan Application process. Plans will be presented to the public and stakeholder agencies for comment.
	d) Pollution	Previously identified by the Study Team (Air Quality) and included in Phase 3 consultation materials.
	e) Ridership that will use the line after line is built for Sheppard/Steeles	Detailed ridership forecasts to be prepared during design and to be updated in response to changes in development plans (such as Secondary Plan updates and Official Plan Amendments) within the Spadina Subway Extension corridor.
	f) Impact of traffic patterns post construction	Detailed traffic impact studies will be conducted during the design of the Spadina Subway Extension.
	g) Residential access to developments near Murray Ross Parkway.	Recommended Finch West Station concept will include a pedestrian entrance at Four Winds Drive.
	h) Geo-state pressure on tracks	Term “geo-state” not understood by Study Team.
	i) Pipeline running through hydro corridor	Preliminary meetings were held with the pipeline companies during the Environmental Assessment Study. Further discussions will be held during the design of the Spadina Subway Extension.
2) Stakeholder Agency Comments	a) Protection of York University woodlot.	Further mitigation measures to be included in EA Report.
	b) Finch West - Passenger Pick-up B - impact on existing residential area.	Location B recommended due to traffic and property impacts at Keele/Finch for Location A. Further traffic impact studies to be conducted during design.
	c) Noise during construction and its impacts on local high school.	Noise limits to be included in contract documents and monitoring to be conducted during construction.

Category	Environmental Impacts Identified	Study Team Response/ Follow-up Action
	d) Account for future Finch Hydro corridor rapid transit connections.	Finch West Station concept revised after Phase 3 consultations to provide more convenient connection between platform and future transit in Finch Hydro Corridor (identified in new Toronto Official Plan.)
	e) Need to recognize future fare integration and not design for present arrangements.	To be addressed during the design of the Spadina Subway Extension.
	f) Air quality for facilities.	Previously identified by the Study Team and included in Phase 3 consultation materials.
	g) Tree planting and replacement.	Previously identified by the Study Team and included in Phase 3 consultation materials.

Table 11: Proposed Additional Mitigation Measures and Study Team Response/ Follow-up Action

Comment	Study Team Response
1) Potential Environmental Impacts # 13 (Groundwater) - Monitoring groundwater impacts should also consider the effects of dewatering on known contaminant plans or other water uses.	Further investigations to be conducted during design for development of Soil and Groundwater Management Strategy.
2) Potential Environmental Impacts # 14 (Noise and Vibration) - Should include vibration and dust monitoring during construction.	Environmental Assessment Report to include monitoring plan.
3) Potential Environmental Impacts #15 (Air Quality) - Impacts on air quality from bus terminal facilities should also be considered (especially for with Finch West Station).	Localized air quality impacts of bus terminals will be addressed in the Environmental Assessment Report.
4) Mitigation measures for heritages structures. If you can minimize other environmental impacts eg. support/reinforce building foundations, why is this not also possible with built heritage features?	No built heritage features would be affected by the Spadina Subway Extension Project.
5) Monitoring of heritage features throughout construction.	No heritage features are located in the area of influence for Spadina Subway Extension Project.
6) Conduct community liaison to address and resolve complaints.	Public consultation will be conducted during the desing of the Spadina Subway Extension Project. Dedicated TTC Community Liaison staff will be assigned to the construction sites to liaise with local residents and businesses.
7) Pedestrian/passenger safety - CPTED (Crime Prevention through Environmental Design).	Further discussions to be held with Police, Fire, Emergency Medical Services and the public during the design of the Spadina Subway Extension.

8.0 NEXT STEPS

TTC staff will submit the Commission Report “Spadina Subway Extension Environmental Assessment Draft Report – Executive Summary” to the Toronto Transit Commission for approval at its meeting of November 28, 2005. The report will include the key recommendations of the Environmental Assessment, including changes made in response to comments received

during the Phase 3 consultations. Subject to Commission approval, the report will be forwarded to a joint meeting of City of Toronto Planning and Transportation Committee and Works Committee to be held on November 30, 2005. Lastly, City of Toronto Council will consider the report at is December 5 to 7, 2005 meeting.

Subject to approval by the Commission and City Council, the final Environmental Assessment Report will be submitted to the Ministry of the Environment. The Ministry's 30-week review period includes a 30-day posting for public comment on the MOE website (www.ene.gov.on.ca).