

APPENDIX B

KEY CORRESPONDENCE WITH PUBLIC/PROPERTY OWNERS



Copy: Christine Iamonaco-Dagg
Pierre Laurin
Stephanie Rice
Scott Thorburn
Zee Zaid
File Ref: A85-63

April 5, 2005

Dear [REDACTED]

Re: Spadina Subway Extension Environmental Assessment
Phase One Consultation

Thank you for your letter of February 10, 2005 (copy attached). We note your support of the proposed subway routes which would have a station located at the GO Bradford Rail Line and Sheppard Avenue West. These include Routes 1, 2, 3 and 4 (see attached plans showing Routes 1 to 8).

We are currently in the process of evaluating the eight alternative subway routes, based on a wide range of evaluation criteria, including several of the considerations which you have mentioned, including maximizing the potential to create a high quality urban/pedestrian environment.

The results of the route evaluation will be presented during the next round of Public Consultation, which is tentatively scheduled for the afternoon/evening of May 18, 2005 at C W Jefferys Collegiate Institute (340 Sentinel Road).

Thank you for your comments. We look forward to your continued participation in our Study.

Sincerely,



Thomas G. Middlebrook, P. Eng.
Chief Engineer
Engineering Department

80-2-100
1074286
Attachment



YCC #375

Spadina Subway Extension
Environmental Assessment Study
1138 Bathurst Street,
Toronto, Ontario, M5R 3M2

Dear Sir/Madame,

I live in the Keele/Sheppard/Grandravine neighbourhood (Greenwin and Sunfield) and I am a law student at York University.

I am writing to you because your project has the opportunity to create a high quality urban pedestrian environment in my neighbourhood. The proposed subway Extension stops at the GO Rail Station at Sheppard Avenue, the station is not accessible by foot for all of the members of my community.

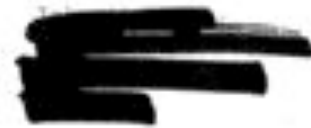
As a community member with a unique local knowledge, I believe that the GO Rail Station at Sheppard Ave will benefit my community by creating a high quality urban pedestrian environment for the following reasons:

- It will reach residential communities as far south as Sheppard/Finch and west as Sentinel, and north past Grandravine.
- According to the United Way of Toronto, the poverty rate is 12% in my neighbourhood. Families here are in need of subway access.
- For families that don't need access, it encourages the use of public transit and reduces the dependence on automobiles in my neighbourhood.
- A subway stop at Keele and Finch is not accessible by foot from my neighbourhood. We are too far south.
- A small investment will secure the impact in my neighbourhood. By creating a footpath (less than 300m across an empty grassy meadow) from the proposed station to the intersection of Keele Ave, you will create a pedestrian corridor between the multi-million dollar Downsview Park development and the GO Rail Station at Sheppard Avenue. This will create a direct link between the Greenwin/Gardin and Sunfield neighbourhoods directly to the subway station.

In addition, by putting the subway in at the GO Rail Station at Sheppard Avenue, you will create a corridor of pedestrian traffic that will draw people towards both the Subway station and Downsview Park. The link between the multi-million dollar Downsview Park development and the subway development is undeniable.

It is a win-win situation: drawing community members out of their homes and in to the park or on to the subway. I know I'll be there.

1073270
A85-63
E01-01



February 10, 2005

It is obvious that my community benefits from putting the station at Sheppard Avenue. But my ideas from living in this neighbourhood together. I believe the GO Rail Station at Sheppard is preferable to the Finch Station and Chesswood Station options for the following reasons:

- The Sheppard Station is accessible to GO Rail commuters, it goes north into the business district (providing access for employees, Downsview Park (providing the access needed to help Canada's first park grow), and west to my residential neighbourhood. It is win-win-win.
- The business district is primarily industrial warehouses with a lot of employees. I would argue it is the least significant of the three areas mentioned. Please keep this in mind when reading below.
- The Finch Station is only accessible GO Rail commuters and to the district that is already covered by the Sheppard station. North of the station is a huge industrial oil storage area - an area with no transit needs.
- The Chesswood Station would only manage to service the GO Rail commuters the business district, an area already covered by the Sheppard station.

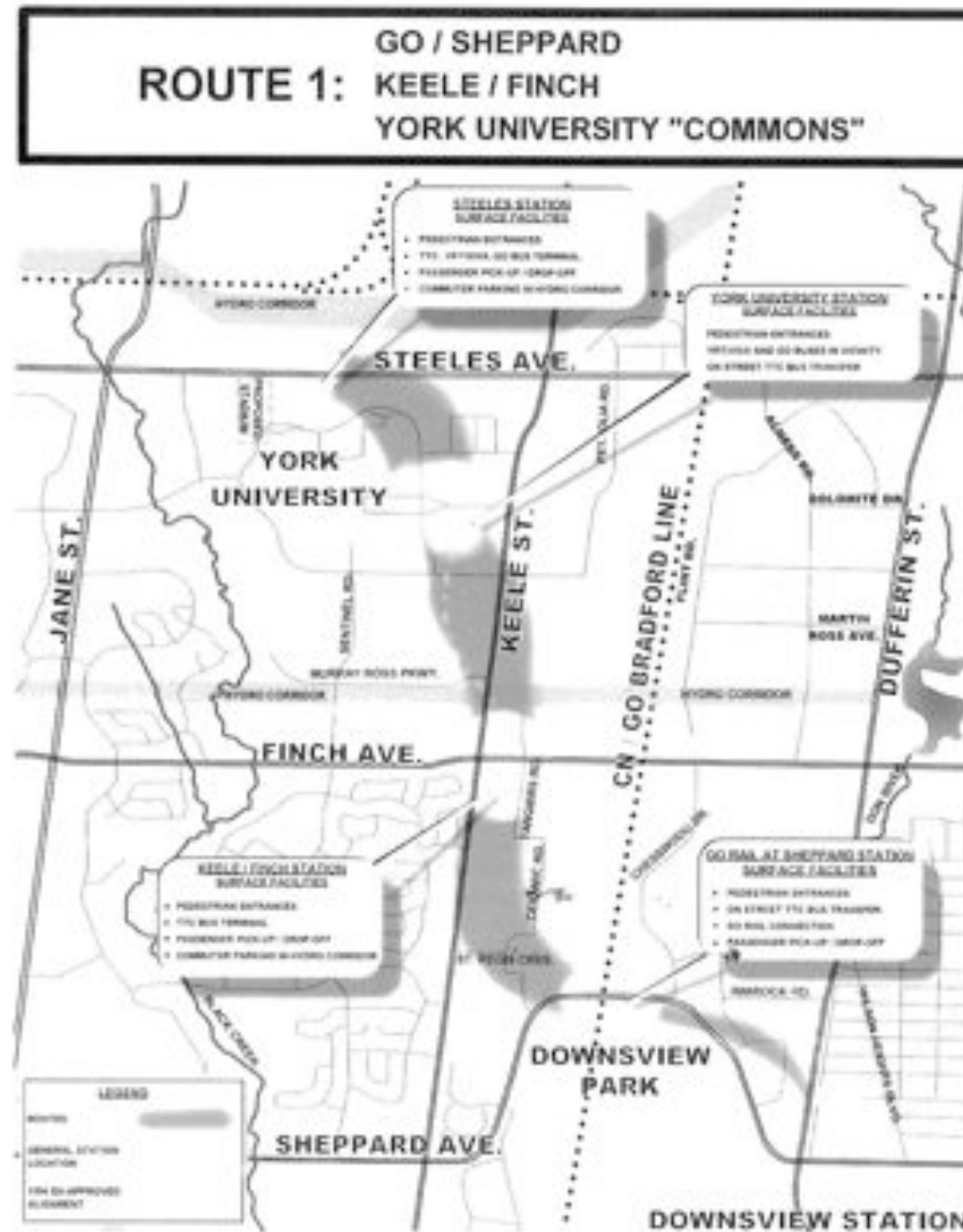
As a member of the community, I would like to summarize by saying that the GO Rail Station at Sheppard is the only option that meets the needs of the community. It will grow my community into a beautiful family neighbourhood with access to transit and Canada's National Urban Park.

Thank you for reading through my concerns.

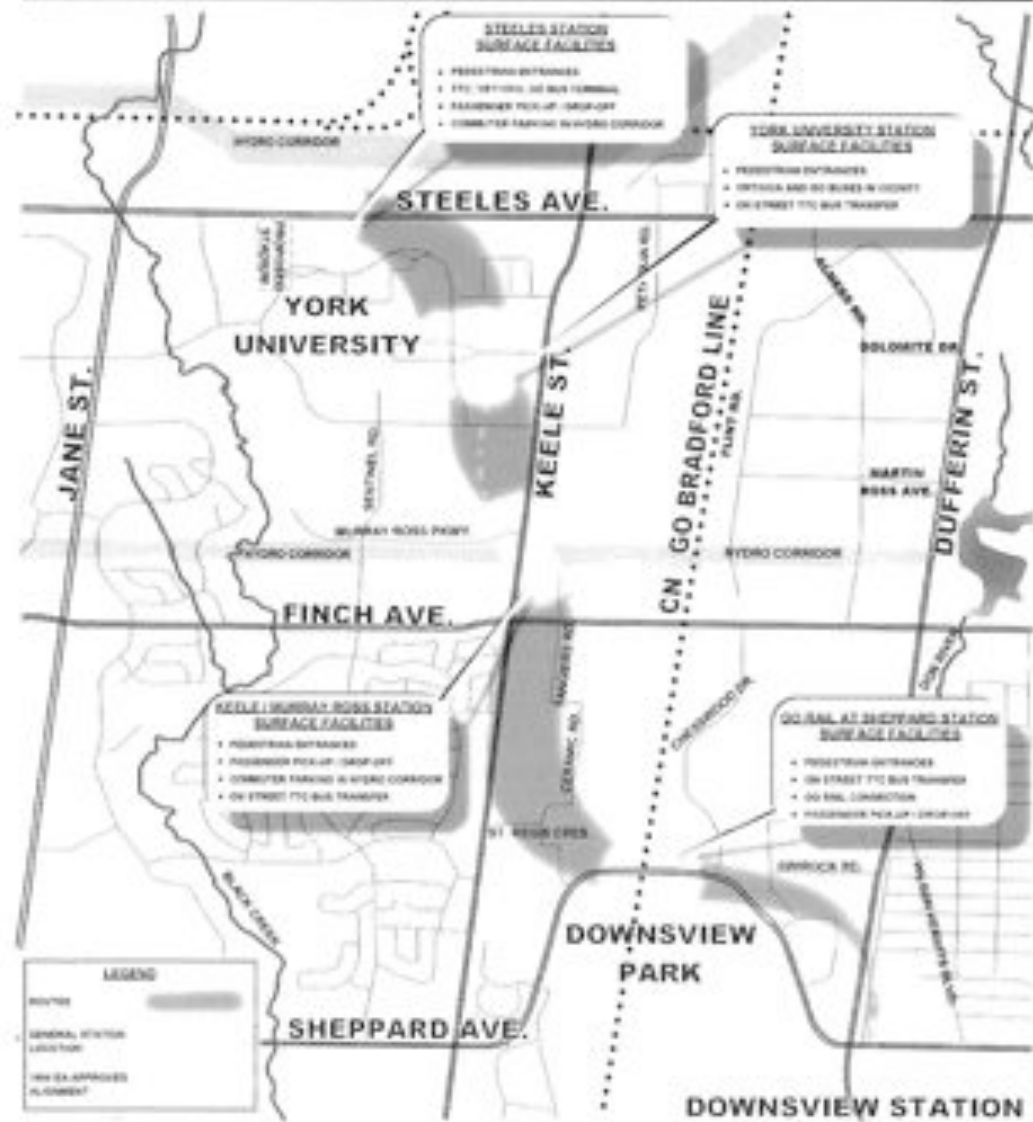
I am proud to be a part of your public consultation process. I will forward a few more of these letters from my neighbours. We all feel very strongly about this project, and the prospects for building a better community.

Sincerely,

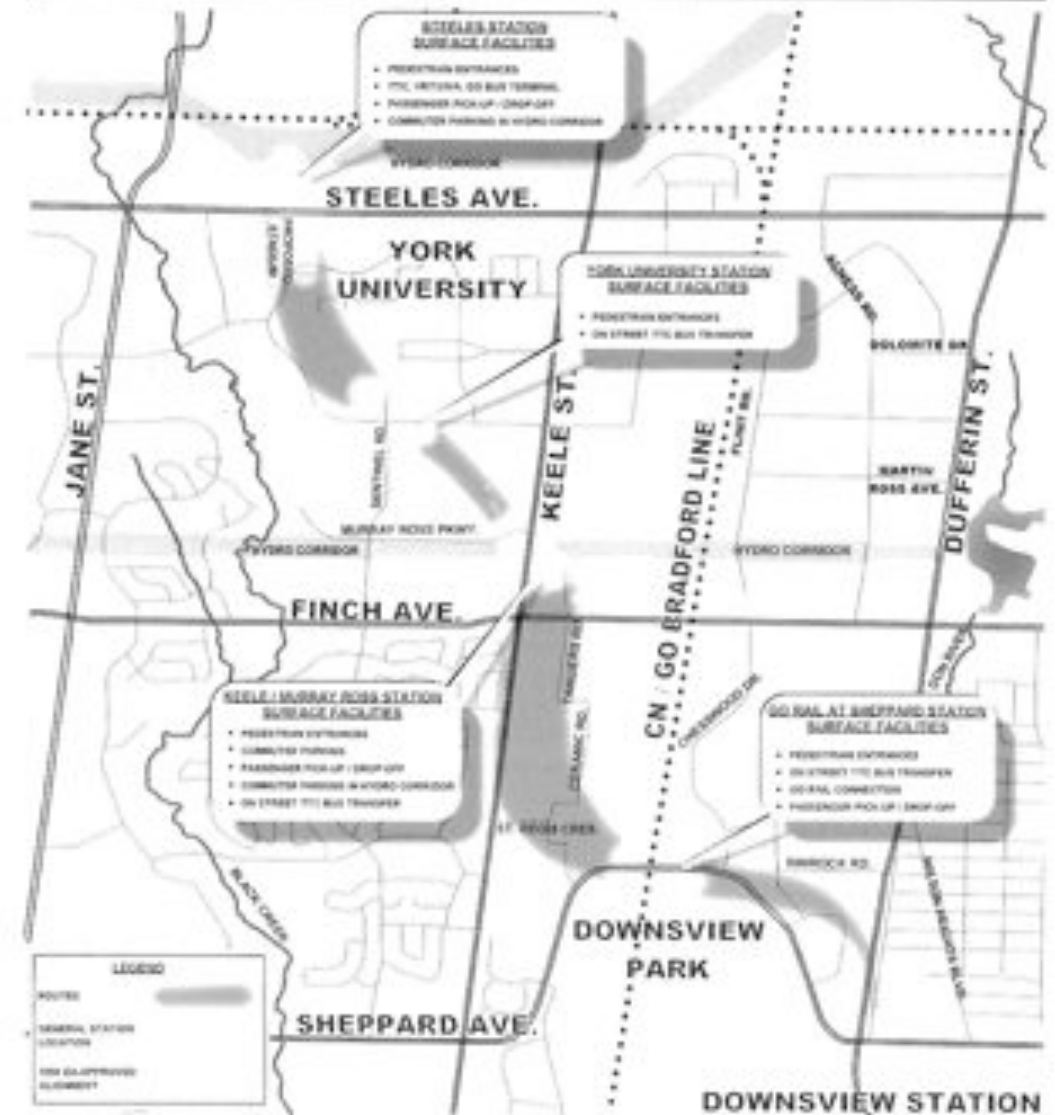
[Redacted Signature]



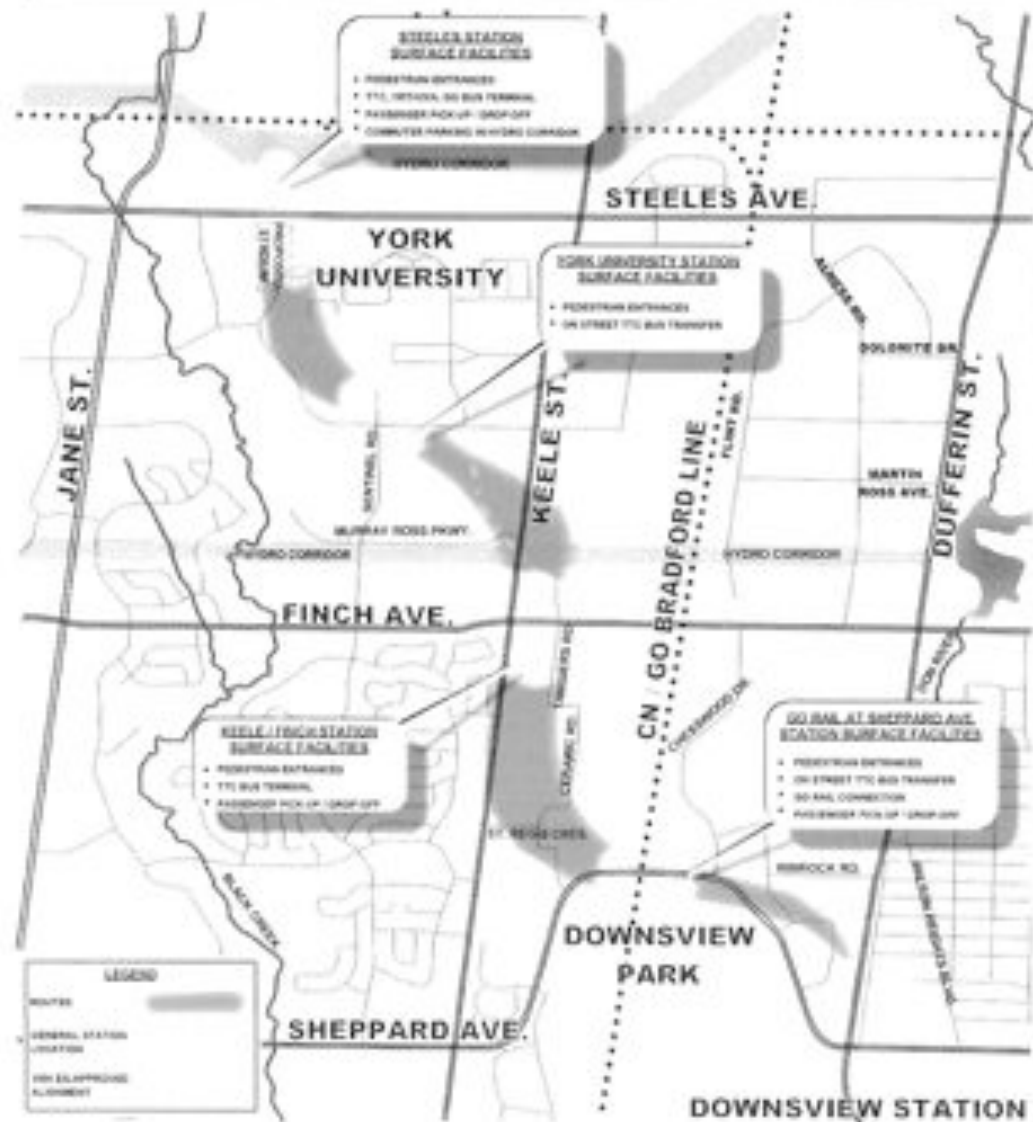
GO / SHEPPARD
ROUTE 2: KEELE / MURRAY ROSS
YORK UNIVERSITY "COMMONS"



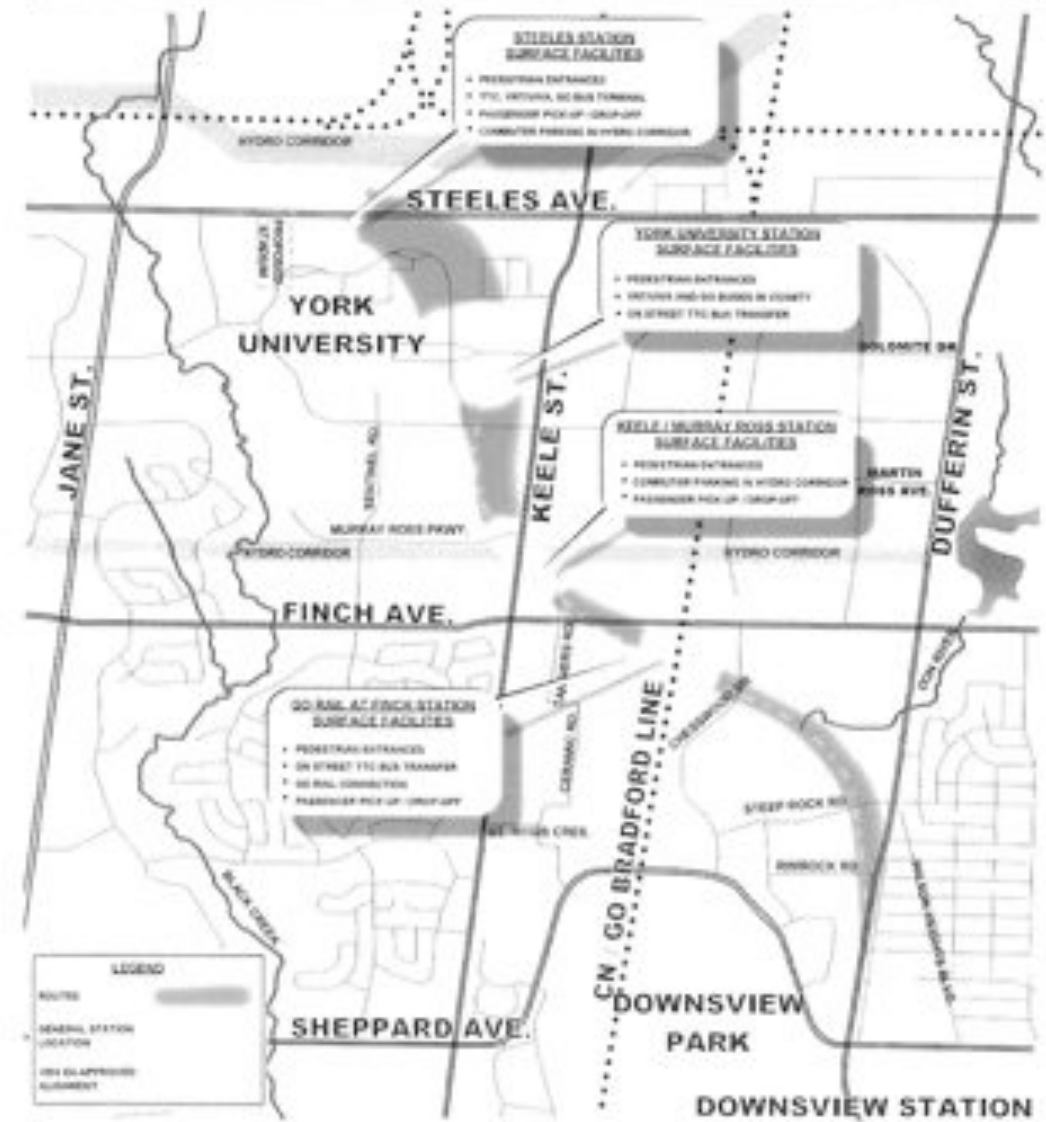
GO / SHEPPARD
ROUTE 3: KEELE / MURRAY ROSS
YORK UNIVERSITY "SENTINEL"



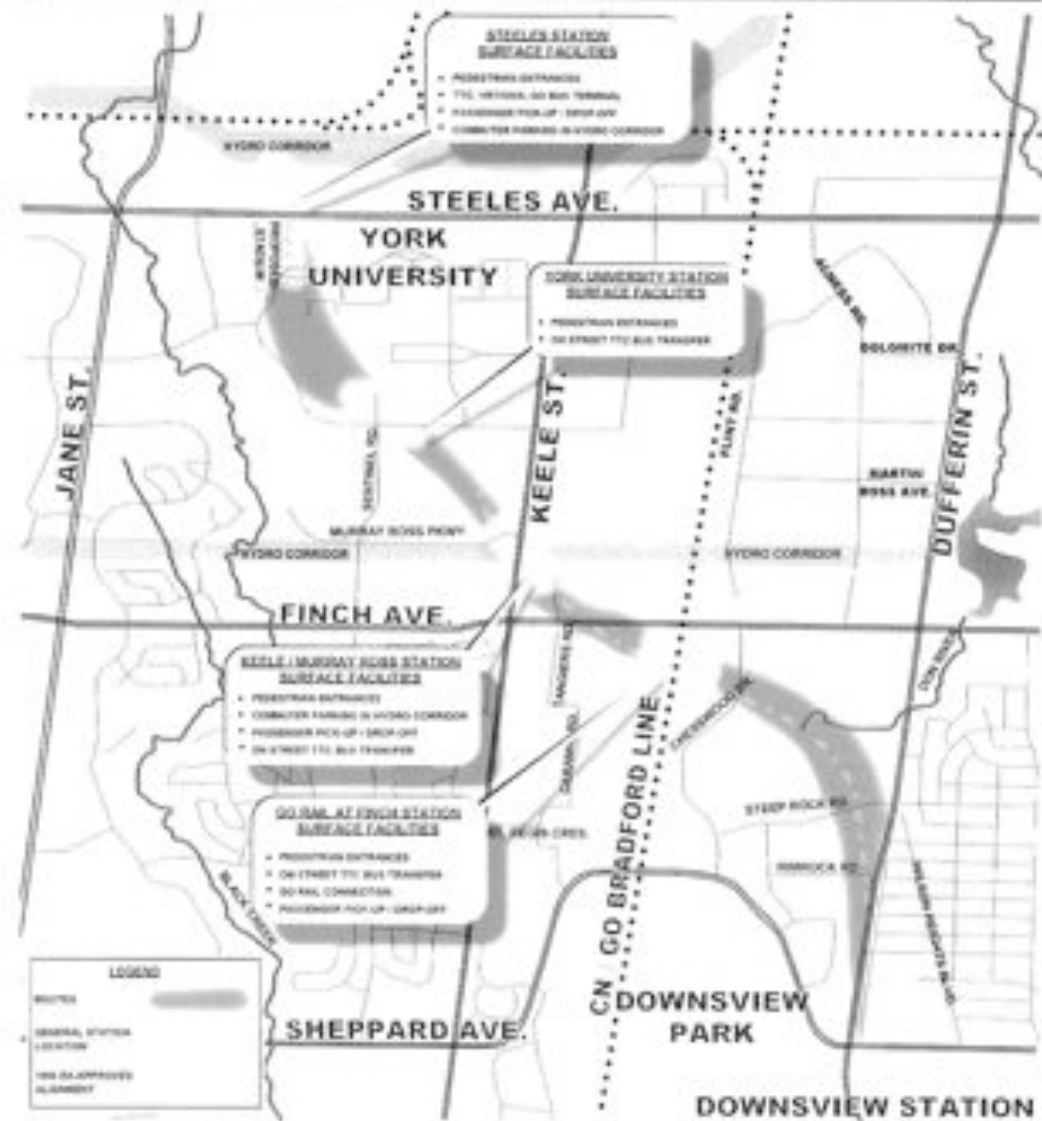
**ROUTE 4: GO / SHEPPARD
KEELE / FINCH
YORK UNIVERSITY "SENTINEL"**



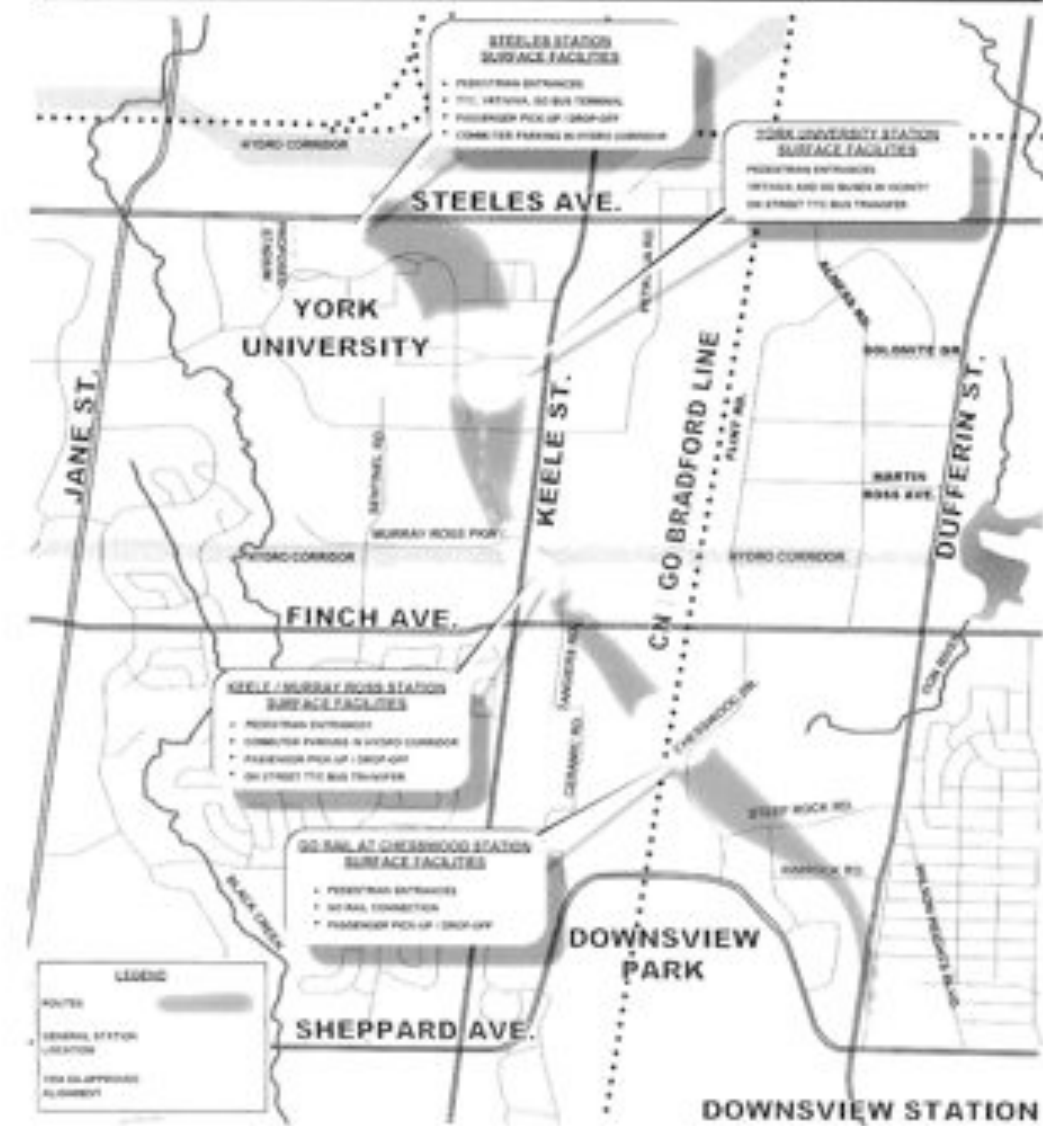
**ROUTE 5: GO / FINCH
KEELE / MURRAY ROSS
YORK UNIVERSITY "COMMONS"**



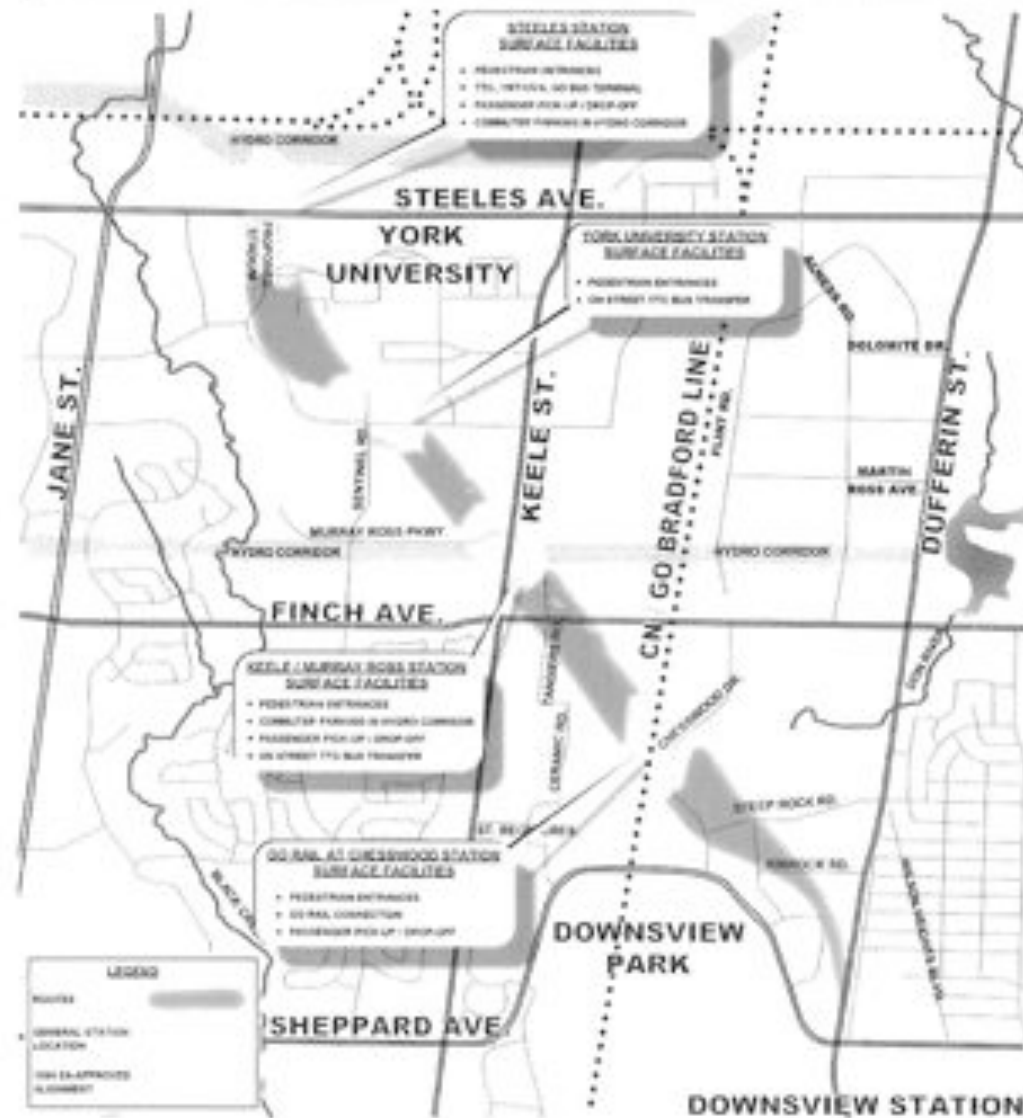
GO / FINCH
ROUTE 6: KEELE / MURRAY ROSS
YORK UNIVERSITY "SENTINEL"



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



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



Copy: Christine Imonaco-Dagg
Pierre Laurin
Stephanie Rice
Scott Thorburn
Zee Zaid
File Ref: A85-63

April 5, 2005

[Redacted Name]

Dear [Redacted Name],

Re: Spadina Subway Extension Environmental Assessment Study
Phase One Consultation

Thank you for your letter and drawings. We have retained a copy for our files and are returning your originals. We have reviewed your proposal and offer the following comments:

1. The alternate subway route which you have proposed is similar to Route 4 (copy attached), but with two stations on the York University lands.
2. Our analyses indicate there is not enough current or long term ridership demand to warrant four stations between Finch Avenue and Steeles.
3. York University has requested that the station serving the campus be located as close as possible to a central location in the academic core lands. This is roughly located at Vari Hall (building on the west side of the Commons). Therefore, a station located at The Pond Road and Hoover Road would result in long walking distances for York University students, faculty and staff.
4. Lastly, one of the biggest engineering challenges for the Spadina Subway Extension is to design the horizontal alignment so that curves are minimised. The route which you have illustrated between Downsview Station and the proposed GO-Sheppard station location as well the route section between the proposed Murray Ross Parkway/Sentinel Road and The Pond Road/Hoover Road stations, would have tight curve radii which would result in lower operating speeds and/or reduced passenger comfort.

The results of the route evaluation will be presented during the next round of Public Consultation, which is tentatively scheduled for the afternoon/evening of May 18, 2005 at C W Jefferys Collegiate Institute (340 Sentinel Road).

Thank you for taking the time to illustrate and submit your comments. We look forward to your continued participation in our Study.

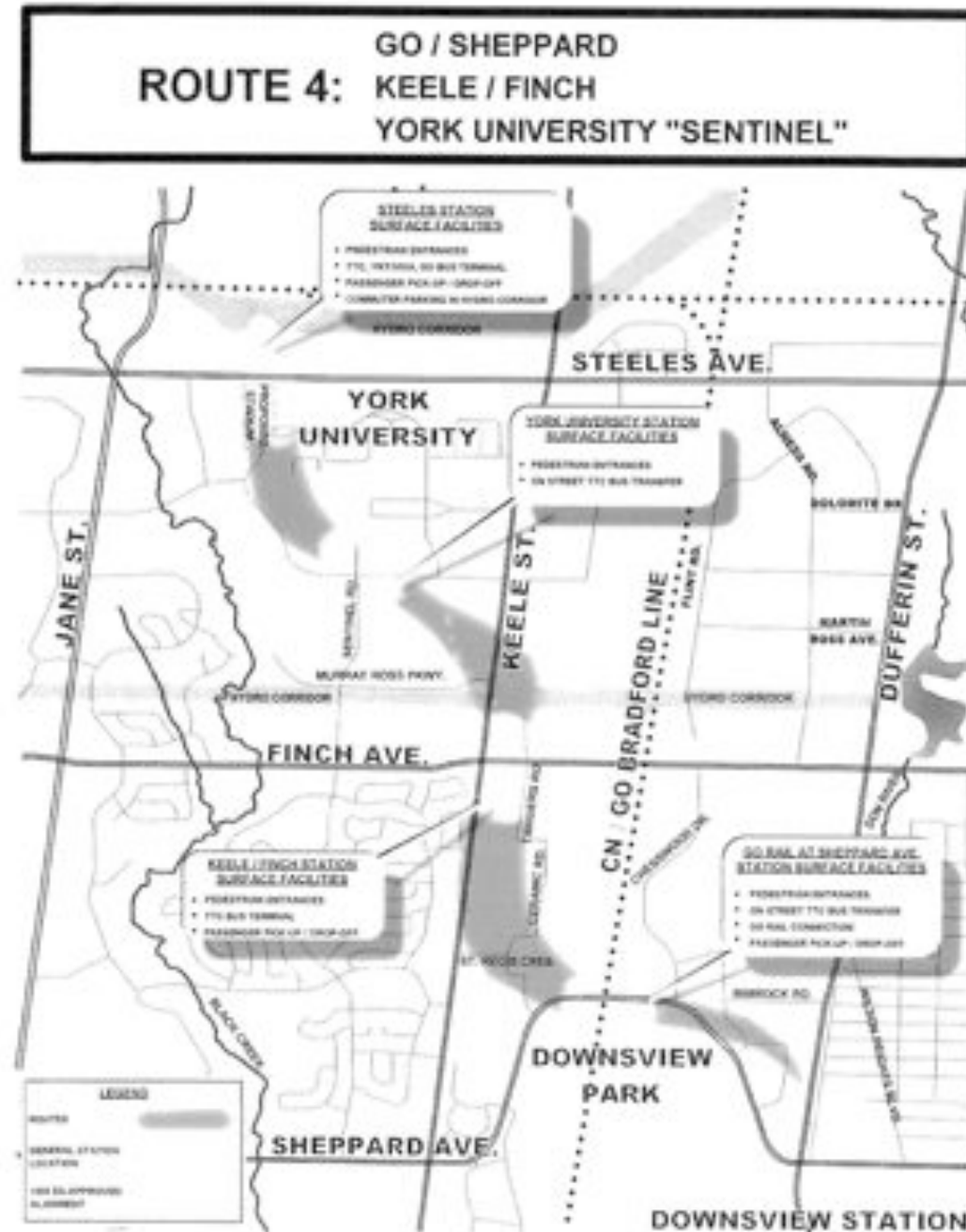
Sincerely,

prepared and signed by
T.G. Middlebrook

Thomas G. Middlebrook, P. Eng.
Chief Engineer
Engineering Department

80-2-100
1074290

Attachment



Extension Spadina Subway
with regards to this route I have five
Stations From Existing Station Commission
Sheppard & Dufferin.

Station #1 would be at Sheppard &
Bradford - 650 CN. This station would
be within 500 meters from Chesswood Rd.
There could be parking at that point
South of Sheppard, (AIRPORTSIDE)

Station #2 Kipling & Finch, where buses
travel north-south, east-west
Dropping off & picking up passengers
also parking, within 500 meters

Station #3 This Station Murray Road & Centinel
is very important to the population of
people in this area. This residential area
includes Fountainhead, plus all the new
homes, and apartment, condos, being
built now. It also walking distance
from Finch 400-500 meters (parking in
the Hydro Corridor)

Station #4 This Station, The pond Rd & Centinel
is within 500 meters from Centinel
This is also residential area, and serving the
University Student
Buses would pick up and drop off at this point

Station #5 STEELE AVE, close to North-West
Entrance to York University.

Buses on Steeles Ave, passengers drop off &
pick-up. Also parking on north side of
Steeles. This station would serve the
Student, like the one at the South End at
THE pond Rd - Centinel
This area also a Sport area, where Soccer
and Football will be played.

Buses would be serving the University
Campus pick-up, dropping off passengers.

[REDACTED]



Copy: Charles Wheeler }
Domenic Garisto }
Pierre Laurin } w/o
Zee Zaid } attachment
Stephanie Rice }
Scott Thorburn }
File Ref: A85-63

May 25, 2005

[REDACTED]

Dear [REDACTED]

Re: Spadina Subway Extension Environmental Assessment Study
25 Tangles Road

Further to your discussion with our Stephanie Rice, we are writing to transmit copies of the following:

- Panels presented at the May 17 and 18, 2005 open houses;
- Materials presented at our workshop held on May 18, 2005 (titled Spadina Subway Extension - Public Consultation);
- A fact sheet, which provides a brief summary of Phase 2 of our Environmental Assessment Study; and
- A comment form.

The five options for the layout of surface facilities at Finch West Station are found in the open house panels and are shown as Diagrams 12 to 16 in the document "Spadina Subway Extension - Public Consultation".

During the next phase of our study, we will be evaluating the station facilities layouts. The preferred layouts will be presented during the next round of public consultation in Fall 2005.

If you have any questions or comments, please contact Stephanie Rice at (416) 393-2198.

Sincerely,


T.G. MIDDLEBROOK

Thomas G. Middlebrook, P. Eng.
Chief Engineer
Engineering Department

80-2-100
1076287
Attachment 

Copy: Pierre Laurin }
Stephanie Rice } w/o Fact Sheet
Scott Thorburn } or Workbook
Zee Zaid }
File Ref: A85-63

May 27, 2005

[REDACTED]

Dear [REDACTED]

Re: Spadina Subway Extension Environmental Assessment Study
Phase Two Consultation

Thank you for your letter and drawings. We have retained a copy for our files and are returning your originals. Please find enclosed a copy of the Fact Sheet and workbook, which were distributed during the May 17/18 Public Consultation Centres.

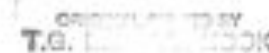
We have reviewed your proposal and offer the following comments:

1. The southern section of the alternate subway route which you have proposed is similar to Alignment S4, which is one of the alignments which will be analysed and evaluated by our Study Team during Phase Three of the Environmental Assessment Study (see green alignment shown on the attached Diagram 10).
2. The north section of your proposed alignment is similar to Alignment N3, which will also be analysed during Phase Three (see white alignment on the attached Diagram 11).

The results of the analysis will be presented to the public during the next round of public consultation to be held in Fall 2005.

Thank you for taking the time to illustrate and submit your comments. We look forward to your continued participation in our Study.

Sincerely,


T.G. MIDDLEBROOK

Thomas G. Middlebrook, P. Eng.
Chief Engineer
Engineering Department

80-2-100
1076425
Attachment 

SPADINA Subway Extension PHASE 2

FROM DOWNSVIEW STATION, TO YORK UNIVERSITY AT STEELES. ABOUT 6 KILOMETERS IN LENGTH.

ESTIMATED COST. ABOUT 1.50 BILLION DOLLARS.

1,500	Million Dollars	6	Kilometers
750	"	3	"
375	"	1 1/2	KILOMETER
187	"	3/4	"

Altering Route (1) 1/2 + Kilometer shorter, rounded it, SHORTEN IT BY 550 METERS, AT A SAVING OF 100 MILLION DOLLARS.

Creswood Station, WALKING DISTANCE FROM SHEPPARD, WOULD SERVE C.N. GO BRADFORD, AND CRESWOOD, ALL 3 IN 1 STATION.

DISTANCE, FROM SHEPPARD TO STATION, NOT OVER 500 METERS

GERALD BOURQUE
29 BRATTY RD
NORTH YORK
M3J1E8

PS.
THIS ROUTE STAYS ALMOST STRAIT,
LESS BUILDING TO GO UNDER.

I will be away for the next month.
Hope to get underway Someday.



Copy: Pierre Laurin
Stephanie Rice
Scott Thorburn
Zee Zaid
File Ref: A85-63

May 27, 2005

Dear [REDACTED]

Re: Spadina Subway Extension
Environmental Assessment Study

We are writing in reply to your letter of May 16, 2005 (copy attached).

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.

One of the critical issues examined in the 2001 Rapid Transit Expansion Study was whether the concept of connecting the Yonge and Spadina Subway lines (as recommended in the 1993 Yonge-Spadina Loop Environmental Assessment Report) is still required. The RTES report observed that, while the need for a loop seemed more pressing in 1992/93 due to congestion on the Yonge Subway line, ridership circumstances have changed significantly since the Yonge-Spadina Loop EA was conducted. RTES also noted that while looping has certain operational benefits, there are more cost-effective ways of eliminating operational constraints at terminal stations (such as terminal improvements and signalling system improvements) than connecting the Yonge and Spadina Subway lines.

Accordingly, the report concluded that looping of the Yonge and Spadina lines would not be required in the next 10-15 years and that looping of the two lines at Steeles Avenue in the long term is unlikely. These conclusions opened the following possibilities for extending the Spadina Subway:

- 1) Looping of the Yonge and Spadina Subway lines on Steeles Avenue could be pushed further north (e.g. Highway 7) if required in the future;
- 2) Radial extension of the line beyond York University to Steeles Avenue and Vaughan Corporate Centre could be considered if Steeles Avenue is no longer a constraint on the location of the top of the loop; and

- 2 -

3) Alignments that penetrate further west into the York University campus could be considered (rejected in original EA Report due to increased capital costs for an easterly extension of the Spadina Line to join the Yonge Line).

A copy of the Rapid Transit Expansion Study is available at:

www.toronto.ca/ttc/spadina_extension/images/RapidTransitExpansionStudy2001.pdf

Accordingly, the purpose of our current study is to determine the best alignment and station locations for an extension of the Spadina Subway from Downsview Station (at Allen Road/Sheppard Avenue West) to York University and Steeles. Although, not part of the current undertaking, our preferred alignment will also protect for a long-term extension further north to Vaughan Corporate Centre at Jane Street/Highway 7. Consistent with the conclusions of RTES, there are no current plans to connect the Spadina and Yonge Subways via Steeles or, as per your proposal, to connect an extension of the Spadina Subway via Steeles and Dufferin Street to Downsview Station.

We trust the foregoing answers your questions.

Sincerely,


T.G. MIDDLEBROOK

Thomas G. Middlebrook, P. Eng.
Chief Engineer
Engineering Department

80-2-100

1076429

Attachment 

[REDACTED]

RECEIVED

A85-63
1076033

[REDACTED]

Monday, May 16, 2005

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



Dear Sir/Madam:

The proposed extension from the Sheppard Station does nothing for those of us who reside in the Dufferin-Steeles area. Would it not make more sense if the route going to York University were continued in a circle across Steeles Avenue and then down Dufferin linking up to the GO/Sheppard Station. Alternatively, I would suggest that from the York University Station the extension extend up to Highway 7 and then back south down Dufferin Street linking to the Sheppard Station.

I live at 462 Hidden Trail and for me to avail myself of TTC services involves a one mile walk from my home up to Steeles Avenue where I would pick up a bus that travels west to Dufferin and I would then transfer to another bus that travels south to the Sheppard Station.

I thank you in advance for your consideration.

Yours sincerely,

[REDACTED SIGNATURE]

[REDACTED]

[REDACTED]

*Certified Specialist in Civil Litigation
of the Law Society of Upper Canada
Member of the Law Society of Alberta

IN ASSOCIATION WITH THE LAW OFFICES OF [REDACTED]

Copy: Pierre Laun
Stephanie Rice
Scott Thorburn
Zee Zeld
File Ref: A85-63

June 16, 2005

[REDACTED]

Dear [REDACTED]

Re: Spadina Subway Extension Environmental Assessment
Phase Two - Public Consultation

We are writing in reply to your letter dated May 25 2005 (copy attached).

Finch Avenue West/ Finch Hydro Corridor Subway or LRT Line

There are no current plans for an east-west subway line along Finch Avenue or in the Finch Hydro Corridor. However, the Finch Hydro Corridor has been identified in several recent planning documents (including the City of Toronto Official Plan and TTC's "Building a Transit City") as a potential future higher order transit corridor, which, if implemented, would likely be served by streetcars.

In view of the foregoing, we do not support protecting for a subway-to-subway connection. We will assess the need to protect for or to pre-build an interchange with a possible future LRT line in the Finch Hydro Corridor during the design phase of the Spadina Subway Extension project.

Finch West Station Platform

The ultimate location of the Finch West Station platform will be determined based on a wide range of criteria, including accessibility for local walk-ins and bus passengers and the ability to support higher densities in the vicinity of Keele and Finch intersection.

We will also add an indicator to the evaluation criteria, which will take into consideration a possible future LRT line in the Finch Hydro Corridor.

Finch West Station Facilities

The location of the pedestrian entrances, bus terminal and commuter parking will be determined during the next phase of the Environmental Assessment Study and will be refined during the design phase of the Spadina Subway Extension project. We are meeting with Toronto Fire Services to discuss the potential issues related to the location of the bus

terminal in the north-east quadrant of the Keele/Finch intersection. Due to the limited capital cost for surface parking, adjustments to the size and layout of the commuter parking lot to accommodate a future LRT line in the Hydro Corridor could be made at a later date, if and when the LRT project is implemented.

Thank you for taking the time to write to us with your suggestions.

Sincerely,


T.G. MIDDLEBROOK

Thomas G. Middlebrook, P. Eng.
Chief Engineer
Engineering Department

80-2-100
1077227

Attachment 

Fax



1076563
E35-01
A85-43

Date: Friday, May 27, 2005

Total Pages: 4

Subject: Concern Over the Proposed Finch West Station Platform Alignment

Name: Thomas G. Middlebrook, Chief Engineer

Company: TTC

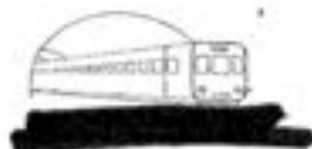
Voice Number:

Fax Number: 416-485-9394

Note: Please forward this fax to the person or department specified above without delay. Should you have any concerns regarding the appearance or legibility of any document contained herein, please contact me as soon as possible.

Please do not attempt to fax your reply, as all incoming calls are forwarded to my mobile phone which is unable to receive faxes.

Thank you very much for your co-operation, and have a nice day! :-)



2005 05 25

TORONTO TRANSIT COMMISSION
1900 Yonge St.
Toronto, ON M4S 1Z2

ATTENTION: Thomas G. Middlebrook, Chief Engineer

Dear Mr. Middlebrook:

Subject: Concern Over the Proposed Finch West Station Platform Alignment

As I mentioned to you during the Spadina Subway Extension EA Phase 2 Workshop last week, the potential exists for the future construction of either an RT line or a grade-level subway line segment along the Finch Hydro Corridor originating from the existing Finch Station. Such a line may be necessary in the future, as the total population of the major cities and towns of the Southern GTA is expected to reach over 6 million by the year 2021 (See Table 1.). Since Finch Avenue is a major arterial roadway that runs in an east-west direction through North Toronto, it is likely that traffic congestion along this route will reach serious levels by 2021 in the absence of this proposed line. The utilization of the Finch Hydro Corridor for this purpose should result in significant cost savings over its alternative (i.e., a below-grade subway line segment along Finch Avenue West from Yonge Street to just west of Signet Drive, where the Finch Hydro Corridor crosses Finch Ave. in a south-westerly direction).

The line may continue from this point in a south-westerly direction along the Finch Hydro Corridor (i.e., as an RT line); however, it is recommended that it instead continue westward beneath Finch Avenue (i.e., as a subway line) terminating at Humber College (North Campus).

With this potential in mind, it should be intuitively evident that the location and design of the proposed Finch West Station at Keele/Finch should take into account its possible future function as a subway-to-RT or subway-to-subway interchange, depending on which form is chosen for the proposed Finch Line. In this scenario, the convenience of riders transferring from one line to the other should be considered paramount. Of chief concern is the location of the Finch West Station subway platform; ideally, it should be situated such that riders transferring from the Spadina Line need only walk upstairs from the north end of the platform in order to gain access to the future Finch Line.

Failure to plan for this scenario may result in an undesirable condition similar to the one that already exists at Spadina Station (i.e., a great inconvenience for riders transferring between subway lines due to the excessive distance between its two subway platforms).

From this perspective, Route 2 would have been the better choice due to the close proximity of Finch West Station to the Finch Hydro Corridor that would have resulted. However, Route 1 would still be considered acceptable provided that the Finch West subway platform is correctly situated relative to the Finch Hydro Corridor.

It is recommended that the platform be situated such that its northern tip extends into the Finch Hydro Corridor to facilitate fast and convenient transfers between lines for riders once the Finch Line is completed.

TABLE 1: PROJECTED POPULATION GROWTH IN THE SOUTHERN GTA (MAJOR CITIES & TOWNS)

REGION	CITY OR TOWN	POPULATION (2006 CENSUS)	POPULATION (2021)	% INCREASE (2021)	POPULATION (2021)	% INCREASE (2021)
Halton	Burlington	150,836	163,800	8.5	184,500	22.3
	Oakville	144,778	161,500	11.6	231,800	60.2
Peel	Brampton	325,424	407,000	25.1	588,000	80.7
	Mississauga	622,923	658,000	7.8	716,000	16.8
York	Virginia	182,022	244,322	34.2	321,236	78.4
	Richmond Hill	132,090	166,424	26.0	217,304	64.6
	Markham	208,615	264,627	26.8	345,311	65.5
Durham	Pickering	87,139	103,180	20.7	166,580	91.2
	Ajax	73,733	88,800	20.4	141,400	91.7
	Whitby	87,413	104,430	19.3	162,085	85.4
	Orleans	139,051	151,275	8.9	185,220	31.8
	Sub-Total	2,143,930	2,515,478	17.3	3,265,436	52.2
	Toronto ¹	2,481,494	2,512,060	1.2	2,793,680	12.0
	Total	4,625,424	5,027,538	8.7	6,059,116	31.8

¹The unincorporated City of Toronto is not a member of any regional municipality.

Population estimates for 2006 and 2021 represent start-of-year data, which were obtained from the City of Toronto's and the GEA regions' Web sites except for those of York Region, which were obtained by e-mail.

Upon review of Diagrams 12 to 16 (i.e., Finch West Station Options 1 to 5), it was determined overall that Option 1 is preferred over the others in terms of convenience for passengers and minimization of traffic bottlenecks; however, the following modifications to this station alignment are recommended:

1. The station platform should be repositioned further north to place its northern tip within the north-south boundaries of the Finch Hydro Corridor.
2. An enclosed rail bridge for the proposed Finch Line that crosses over Keele Street, and can accommodate subway tracks and a boarding platform should also be included within

this station alignment plan.

3. The bus terminal should be repositioned further south such that the fire station located across the street from Four Winds Drive may remain where it is.
4. The commuter parking facility within the hydro corridor should be reduced in size in order to accommodate the grade-level tracks that would run along the hydro corridor; perhaps it could be halved, but distributed evenly across both sides of Keele Street so that its total area would remain unchanged.
5. An entrance to the station should be added to the commuter parking facility on the east side of Keele Street, but removed from the northwest corner of Keele/Finch, where a bank currently exists.

Please give the recommendations stated herein careful consideration, as their application should not only result in significant future land acquisition and construction cost savings, but could prove in the long term to be the difference between a network that riders find enjoyable and one that they find frustrating.

Sincerely Yours,

[Redacted signature]

Copy: Pierre Laurin
Stephanie Rice
Scott Thorburn
Zee Zaid
File Ref: A85-63

November 30, 2006

[Redacted name]

Dear [Redacted name]

**Re: Spadina Subway Extension Environmental Assessment Study
Phase Three Consultation - Finch West Station**

Thank you for your letter and drawings. We have retained a copy for our files and are returning your originals.

In response to comments received during the third round of consultation, we have revised the Finch West Station concept, as shown in the attached Exhibit 3. The most important requirement is to situate the bus terminal to provide convenient access for the busy 36-Finch West bus route and the subway platform. The recommended bus terminal location, on the east side of Keele Street south of the Finch Hydro, will provide convenient access for both the 36-Finch West bus service and the 41-Keele bus service.

Similar to your suggested concept, the recommended concept includes:

1. A subway station platform location north of Finch Avenue, under the Keele Street road right-of-way;
2. Pedestrian entrances on Keele Street, south of Four Winds Drive and on the north-west corner of the Keele/Finch intersection;
3. A passenger pick-up and drop-off on in the Finch Hydro corridor, west of Keele Street; and
4. A commuter parking lot in the Finch Hydro corridor, east of Keele Street.

We are not in favour of your suggested bus terminal location due to increased time for 36-Finch West buses to access the bus terminal and increased walking distance for passengers transferring between the bus terminal and the subway platform.

We trust that the recommended Finch West Station concept addresses your main concerns about Option 5. Thank you for taking the time to illustrate and submit your comments.

Sincerely,
T.G. MIDDLEBROOK

Thomas G. Middlebrook, P. Eng.
Chief Engineer
Engineering Department

SP-2-100
1084238
Attachment

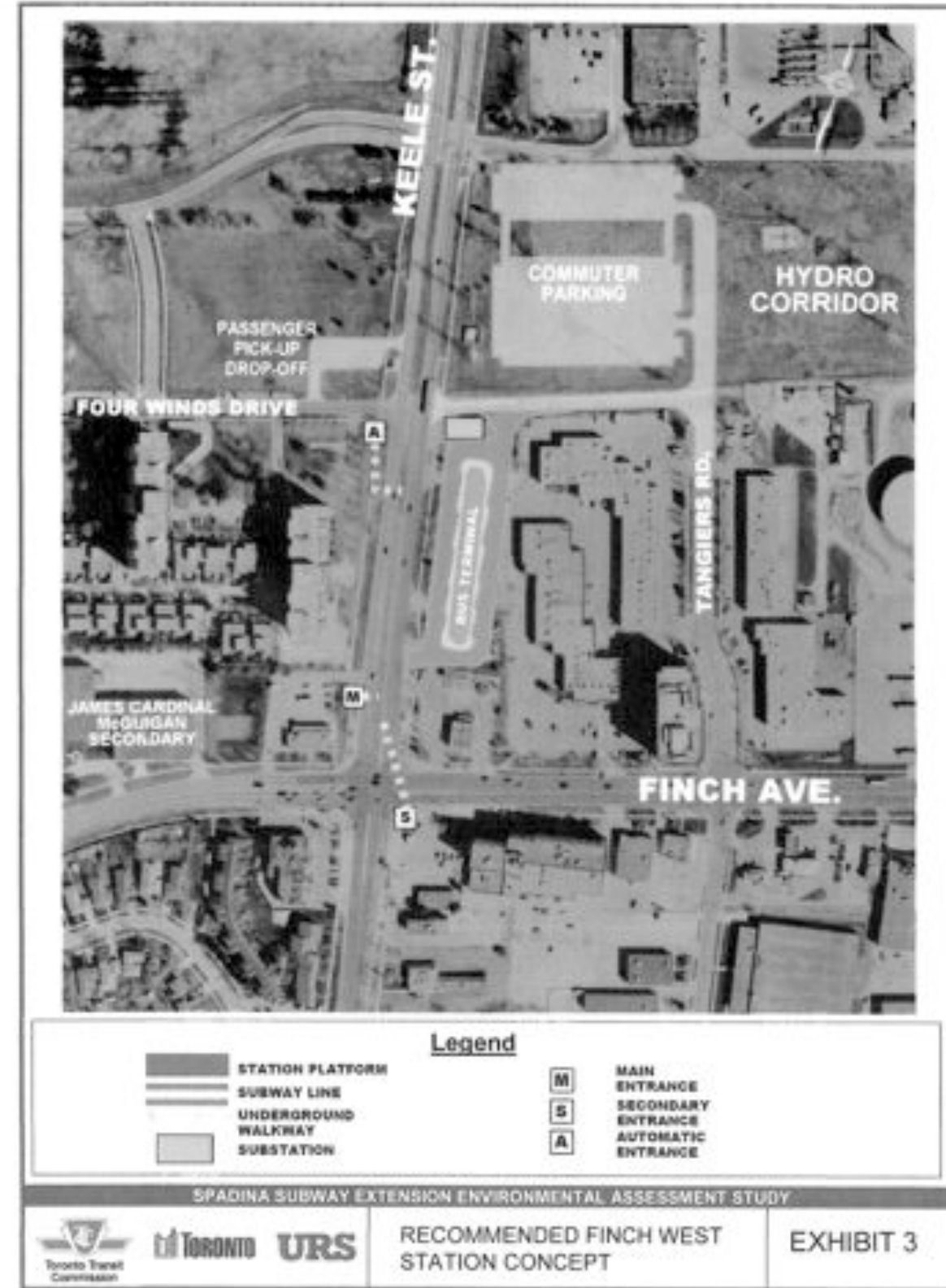


DIAGRAM 16 FINCH WEST STATION OPTION 5

BUSES TERMINAL AND COMMUTER PARKING
SAME AREA.

FRONT PLATFORMS PICKUP DROP-OFF.
TERMINAL PARKING AND TUNNEL TO STATION.
COMMUTER PARKING 'A' DROP OFF PICK-UP
WALKING DISTANCE TO STATION.

BUSES TRAVELING EAST ON FOUR WINDS, HAVE A
VEHICLE CHOICES DROP-OFF, PICK-UP, PARK, OR
LOOP AROUND.

BUSES TRAVELING EAST OR WEST ON FINCH AVE
CAN LOOP AROUND TERMINAL, PICK-UP DROP-OFF
AND BACK ON TO FINCH AVE, EAST OR WEST

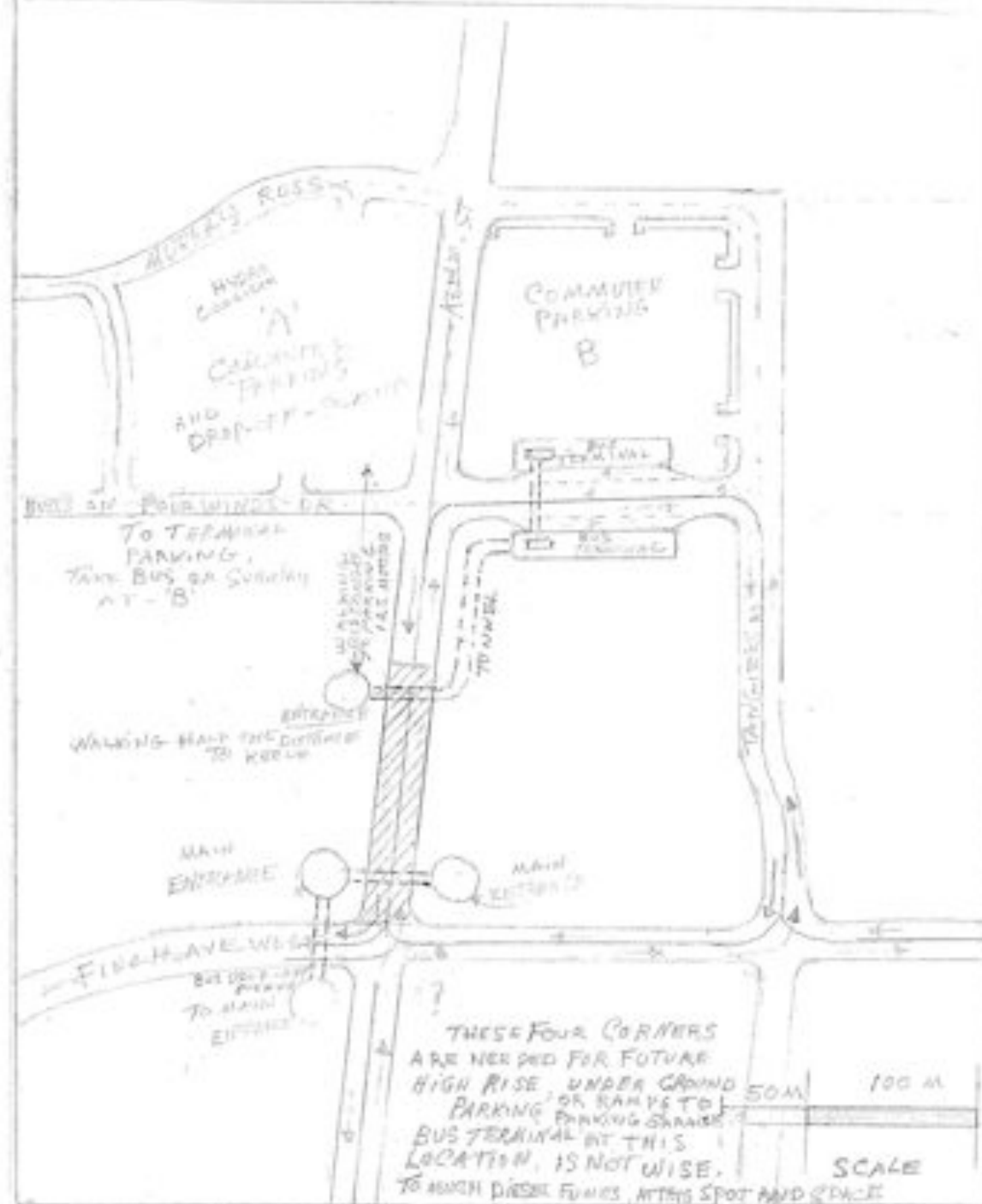
BUSES TRAVELING NORTH ON KEELE PICKUP DROP OFF
KEELE - FINCH MAIN ENTRANCE STATION.
CAN ALSO LOOP AROUND, GO SOUTH AGAIN
OR CARRY ON TO UNIVERSITY, STEELE, AND UP.

BUSES CAN LOOP AROUND FROM EVERY DIRECTION
OR GO THROUGH.

GER SAURAGE
29 BRATTY RD
MICHIGAN
M3118

P.S. KEELE - FINCH PROPOSE TERMINAL
WEST OF KEELE ST, ACROSS THE PROPOSE TERMINAL
ITS ALL RESIDENTIAL HOUSES TO CLOSE FROM
THE TERMINAL, NOISES DIESEL FUMES,
ITS THE WRONG LOCATION TO HAVE A TERMINAL
I ALSO MENTION, TO MUCH SPACE TAKEN,
ON THAT VALUABLE LAND.

Diagram 16 FINCH WEST STATION OPTION 5?



Copy: Pierre Laurin
Stephanie Rice
Scott Thorburn
Zee Zeid
File Ref: A85-63

November 30, 2005

[Redacted]

Dear [Redacted]:

Re: Spadina Subway Extension Environmental Assessment
Phase Three – Public Consultation

We are writing in reply to your letter dated October 17, 2005 (copy attached).

As a result of comments received during the third round of consultations, the Finch West concept has been revised as shown in the attached Exhibit 3. As you have proposed, the recommended station concept is a modification of Option 1. The recommended concept consists of the following, per your recommendations:

1. The Finch West Station platform has been shifted north of Finch Avenue (per your Item 1, page 2).
2. The bus terminal is located north of Finch Avenue, on the Keele Street frontage, which minimizes impacts on the industrial commercial complex located at the corner of Finch Avenue West and Tangiers Road (Item 2, page 2); and
3. The main entrance is situated at the north-west corner of the Keele/Finch intersection (Item 5, page 3).

We are not in a position to comment on your suggestion about an enclosed rail bridge in the Finch Hydro corridor (Item 4, page 3). The specific technical requirements for future higher order transit in the Finch Hydro corridor would be determined during planning and/or an EA study for that project at a later date.

Location "A" was selected as the preferred location for the passenger pick-up and drop-off, mainly due to concerns about traffic impacts at the Keele/Finch intersection. Location "B" (east-side of Keele Street) was selected as the preferred location for the commuter parking lot in order to minimize impacts on the residential community on the south side of Four Winds Drive (Item 3, page 2).

The proposed secondary entrance at the Keele/Finch intersection would be located at the south-east corner of the Keele/Finch intersection (Item 6, page 3). The provision of entrances at opposite corners of the intersection (i.e. north-west and south-east), will provide better overall access than two entrances located on the west side of Keele Street.

- 2 -

Lastly, we do not support your suggestion to relocate the National Trust bank from the north-west to the south-east corner of the Keele/Finch intersection (Item 7, page 3). For your information, the property on the south-east corner of the Keele/Finch intersection is owned by Petro-Canada.

We trust that the recommended Finch West Station concept addresses your main concerns about Option 5. Thank you for taking the time to write to us with your suggestions.

Sincerely,
T.G. Middlebrook

Thomas G. Middlebrook, P. Eng.
Chief Engineer
Engineering Department

80-2-100
1064172

Attachment

1082650
etony
A85-63

Fax



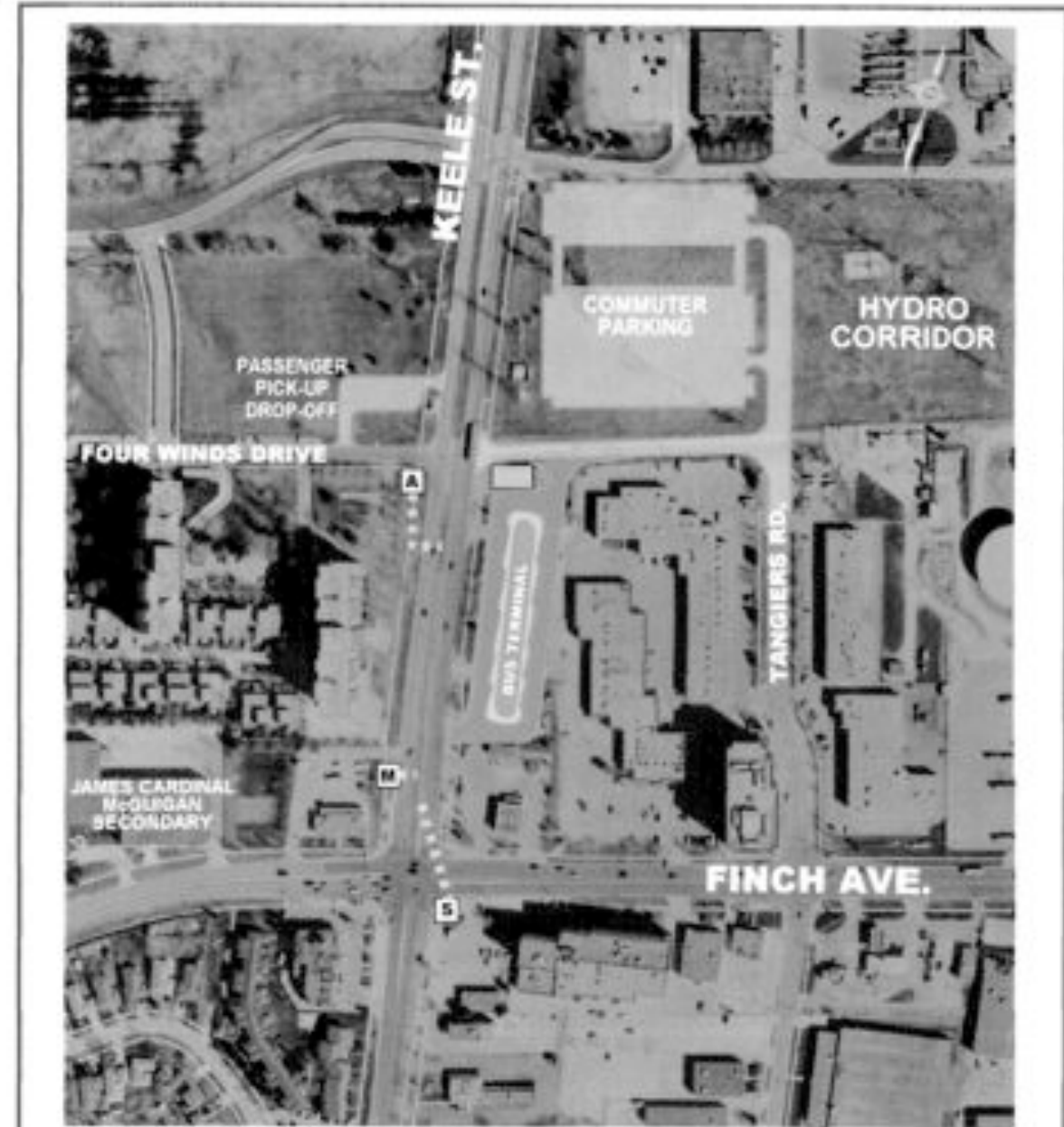
Date: Tuesday, October 18, 2005
Total Pages: 4
Subject: Proposed Alternative Layout for Finch West Station

Name: Thomas G. Middlebrook, Chief Engineer
Company: Toronto Transit Commission
Voice Number:
Fax Number: 416485-9394

Note: Please forward this fax to the person or department specified above without delay. Should you have any concerns regarding the appearance, legibility, or completeness of any document contained herein, please contact me as soon as possible.

Please do not attempt to fax your reply, as all incoming calls are forwarded to my mobile phone, which is unable to receive faxes.

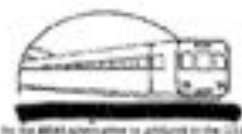
Thank you very much for your co-operation, and have a nice day! ;-)



Legend

	STATION PLATFORM		MAIN ENTRANCE
	SUBWAY LINE		SECONDARY ENTRANCE
	UNDERGROUND WALKWAY		AUTOMATIC ENTRANCE
	SUBSTATION		

SPADINA SUBWAY EXTENSION ENVIRONMENTAL ASSESSMENT STUDY



2005 10 17

TORONTO TRANSIT COMMISSION

1900 Yonge St.
Toronto, ON M4S 1Z2

ATTENTION: Thomas G. Middlebrook, Chief Engineer

Dear Mr. Middlebrook:

Subject: Proposed Alternative Layout for Finch West Station

The following pages describe in detail a viable alternative layout for Finch West Station which I believe was overlooked when officials within the TTC's planning department decided upon Option 5 as the preferred layout of the station. Please read carefully, as I believe that this layout would result in added convenience for riders in addition to significant cost savings for the project.

Problems Anticipated with the Current Finch West Station Plan (i.e., Option 5)

1. According to TTC officials (i.e., including you) with whom I spoke at the Spadina Subway Extension EA-Phase 3 Workshop on October 2, 2005, there is currently another TTC study under way to determine whether it is technically possible to build an east-west surface railway (i.e., either subway or LRT line) along the Finch Hydro Corridor from Finch Station (i.e., Yonge/Finch) to Signet Drive (i.e., just west of Highway 400), and possibly further west. Should the results of this study be affirmative, it would mean that Finch West Station would eventually be required to function as a subway-to-subway or subway-to-LRT interchange between the Spadina and Finch Lines. However, Option 5 would place the Spadina Line Subway Platform in a location which would straddle the intersection of Keele/Finch; this location would be much too far to the south of the hydro corridor to enable quick and easy transfers between the Spadina Line and the future Finch Line. It would mean that the construction of an extremely long underground walkway (i.e., **over 200 metres!**) would eventually be required in order to connect the north end of the Spadina Line Platform with the future Finch Line Platform. Not only would the length of this corridor greatly inconvenience riders; *it would also be very expensive to build!*
2. The current proposed location of the Finch West Bus Terminal in Option 5 presents a dilemma: *How could the subway platform be repositioned further north in order to solve Problem# 1 above without greatly inconveniencing riders transferring between bus and*

-2-

subway, and vice versa? This is because the further north the subway platform is repositioned, the longer the underground walkway connecting the bus terminal to the subway platform must be; the locations of the subway platform and bus terminal would be *diametrically opposed to one another*. In essence, the improved convenience of one group of riders would come at the expense of another group of riders, which overall, would accomplish nothing.

3. The current proposed location of the main entrance on the northwest corner of Keele/Finch would inconvenience many people who live in the neighbourhood due to the demolition of the bank currently located there that would be necessary.

Solutions to Anticipated Problems Specified Above (i.e., Option 1-Modified)

1. Should the results of the TTC study specified above be affirmative, please reposition the Finch West Subway Platform further north (i.e., at least 200 metres from its position proposed in Option 5) so that its north end extends into the hydro corridor, in order to allow quick and easy transfers between the Spadina Line and the future Finch Line. In this scenario, failure to do so would result in an interchange that is *both very inconvenient and much more expensive to build than it should be* due to the extremely long underground corridor that would be required (i.e., similar to the interchange existing at Spadina Station). Even if the results of the study should prove negative later (i.e., a scenario which is *highly unlikely*), over the long term, this design concept would still have made sense.
2. In order to eliminate the dilemma specified above that is presented by the current proposed location of the bus terminal, please take the current proposed layout of the terminal (i.e., including the access road between Keele St. and Tangiers Rd.) as per Option 5, and move it north to fit against the southern boundary of the hydro corridor (i.e., on the east side of Keele Street opposite Four Winds Drive). This should still leave plenty of space for the east-west subway/LRT tracks should they be required in the future. The GO Bus Terminal at Finch Station is located within the hydro corridor; therefore, this layout concept should work here as well, *and may be much more economical to build* than the bus terminal that is currently proposed. And this would be the most-convenient location for riders transferring between bus and subway (or LRT) and vice-versa. This should also allow the proposed high-density, transit-friendly developments on the northeast quadrant of Keele/Finch to proceed without the need to expropriate existing business properties south of Finch. *It would clearly be a win-win situation for all!*
3. Please build COMMUTER PARKING 'A' as per Option 5 on the west side of Keele St., but replace PASSENGER PICK-UP/DROP-OFF LOCATION 'A' with an automatic entrance to a corridor leading to the north end of the Spadina Line platform, the future Finch Line platform, and the bus terminal. This would make it much quicker and more convenient for commuters to enter and exit the station. It would also enable the people who would be

-3-

occupying the proposed transit-friendly developments on the east side of Keele St. to easily enter the station simply by crossing the street (i.e., should traffic lights be placed at this intersection).

4. Should the Finch Line within the hydro corridor be technically possible, please design an enclosed rail bridge (i.e., similar to the one at Wilson Station) before designing the Spadina Line tunnel, including the underpass beneath the bridge that may be necessary (ensuring that the clearance of this underpass is enough to accommodate the heavy trucks that frequent this area). This would help to ensure that:
 - a. the bridge could be built in the most cost-effective manner (i.e., the shortest length possible with the lowest slope possible at each end-ideally zero);
 - b. the dimensions and location of the bridge foundation and underpass would be known, so that the elevation and position of the tunnel could be designed such that it would not interfere with their future placement;
 - c. there would be no unforeseen problems during the construction phase of the bridge.
5. Please build the main entrance on the northwest corner of Keele/Finch as per Option 5 (i.e., including PASSENGER PICK-UP/DROP-OFF LOCATION 'B'), but have it access the south end of the Spadina Line platform instead of the north end (which would be relocated into the hydro corridor). However, please keep the bus shelters and stops at the corners where they are currently situated to ensure that pedestrians at Keele/Finch would not be required to enter the station and walk from one end of the subway platform to the other in order to board a bus.
6. Please replace the automatic entrance that would access the southwest corner of the subway platform as per Option 5 with a secondary entrance further north (i.e., on the southwest corner of Keele/Finch). The reason for this is the fact that there would be no longer any practical advantage realized by placing an automatic entrance in this location once the subway platform and bus terminal are relocated further north into the hydro corridor.
7. Please relocate the bank that is currently situated on the northwest corner of Keele/Finch to the southeast corner, which is vacant.

Sincerely Yours,

[REDACTED]
[REDACTED]
[REDACTED]

c.c. Ontario Ministry of the Environment,
Ontario Ministry of Transportation

Copy: Pierre Laurin
Stephanie Rice
Scott Thorburn
Zee Zaid
File Ref: A85-63

November 30, 2005

Dear [REDACTED]

Re: Spadina Subway Extension Environmental Assessment Study
Phase Three Consultation

Thank you for your letter and drawings. We have retained a copy for our files and are returning your originals.

The alignment that you have proposed for the Spadina Subway Extension would require two very tight curves at "Chesswood Station" and north of Finch West Station, which do not meet our design criteria for the subway alignment. In other words, our subway trains require much bigger curves to operate efficiently and safely. As such, it would not be feasible to implement your proposal.

Strategies for commuter parking lot fees, retail spaces in stations and cost sharing with York Region and GO Transit will be addressed at a later date during the design and construction of the Spadina Subway Extension.

Thank you for taking the time to illustrate and submit your comments.

Sincerely,

[REDACTED]
T.G. MIDDLEBROOK

Thomas G. Middlebrook, P. Eng.
Chief Engineer
Engineering Department

80-2-100
1084243
Attachment

1082172
E60-01

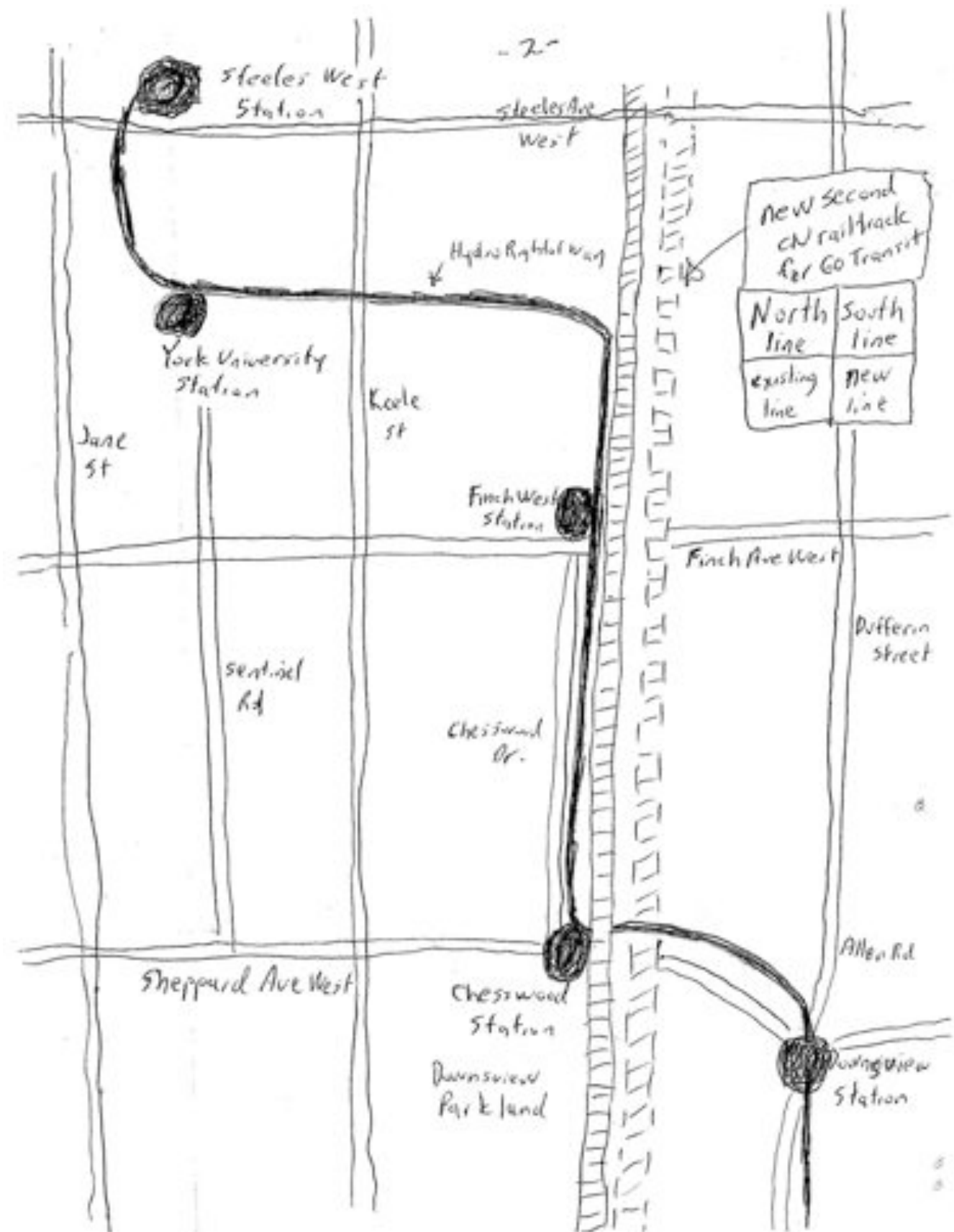
Sept 30, 2005

Dear Mr Middlebrook

Spadina Subway Extension, in my view, needs to be aligned with the CN tracks, from Sheppard to Finch and then, adjacent to the new exclusive bus lane to York University and then, to the home and Steeles area. (See next page)

My reasons are as follows:

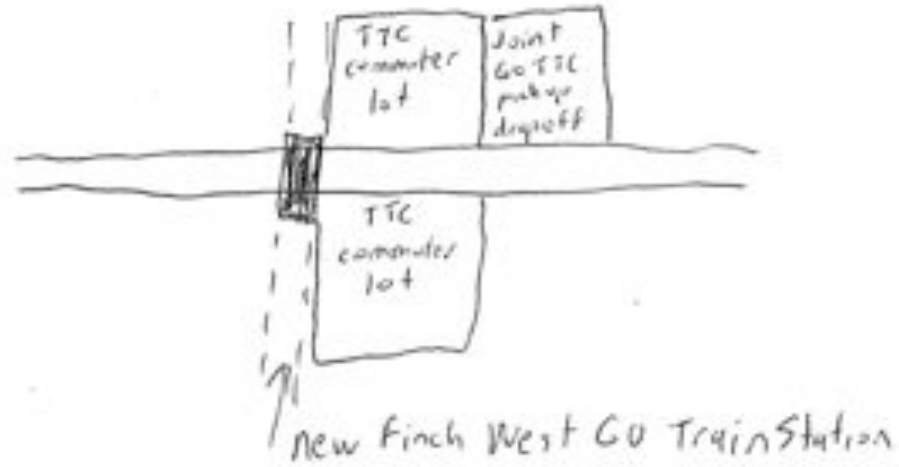
- ① Construction costs building tunnels under an entire street, eg Dufferin, Finch, Keele will be more, rather than specific subway station locations
- ② Rail transfer - GO Transit (Train) & TTC subway
- ③ Minimal environment effects, no river valley, no wildlife, no sensitive vegetation
- ④ Parking lots available at Downsview Park and Finch and CN rail track land
- ⑤ Some part of the route can be built at ground level
- ⑥ York Region Bus Terminal northside of Steeles rather than inside York University Campus.
- ⑦ Bus Right of Way can be a new east west link from Dufferin to Keele for all vehicles when subway project is finished. Gridlock situation at rush hour both Finch and Steeles.
- ⑧ TTC can partner with CN and GO for second rail needed on CN track



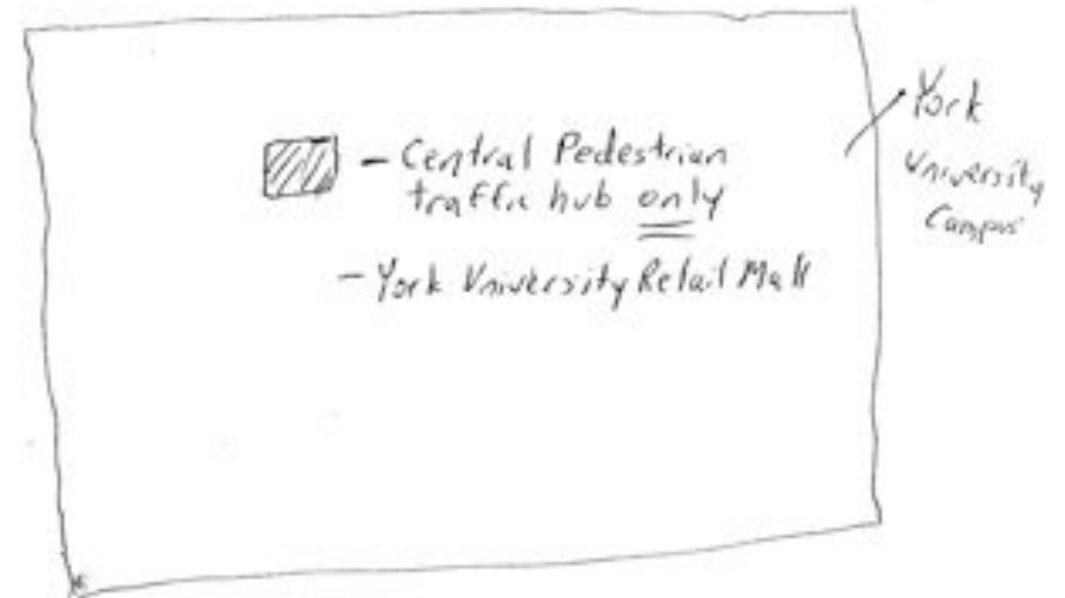
① Chesswood Station



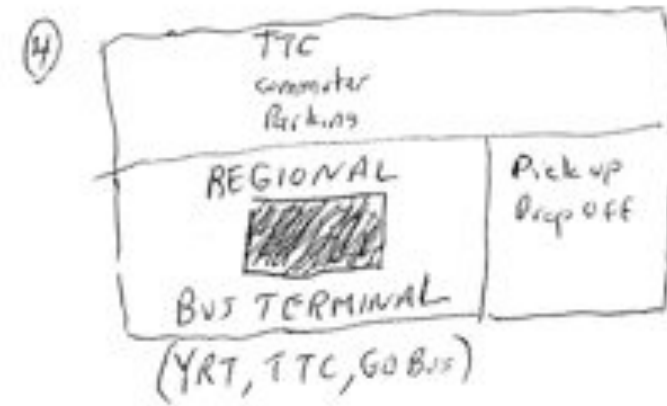
② Finch West Station



③ York University Station



Steeles West Station



~~Dear Mr. [redacted]~~

The Spadina Subway extension needs new ongoing revenue to cover some of the operating costs:

- ① TTC commuter parking lots
- ② TTC share with GO and York Region Transit revenue from ticket agents
- ③ Convenience stores at each new station
- ④ York University Station can have a two level major retail mall
 - stores like Staples, Gap, EB Games, Dollarama, Winners, H&M, Tim Hortons, CAA travel, Subway, McDonalds
 - combine this with York University student services
 - split revenue - 50% York University - 50% TTC

The subway extension will spur new commercial development and the TTC needs new ongoing revenue streams outside of fare collection!

Thank you

[redacted signature]

SPADINA

SUBWAY EXTENSION

PUBLIC NOTICE

Spadina Subway Extension Environmental Assessment Study Public Consultation Phase Three

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 and Workshops for Phase One and Phase Two were held in February and May, respectively.

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

- the preferred subway alignment (selected from the options presented during Phase Two);
- location of surface facilities (commuter parking, passenger pick-up and drop off, etc.) and entrances for each of the proposed stations; and
- potential environmental effects and measures to minimize any negative impacts.

Get Involved! Public Consultation - Phase Three

Sunday, October 2, 2005

CW Jefferys Collegiate Institute
340 Sentinel Road

Public Open House
11:00 a.m. to 2:00 p.m.
Workshop* (includes presentation)
2:00 p.m. to 4:30 p.m.

Thursday, October 6, 2005

York University
4700 Keele Street

Public Open House
Central Square
1:00 p.m. to 5:00 p.m.

*Please register for the CW Jefferys C.I. Workshop by September 30, 2005 (see below).

By TTC: From Downsview Station: Take the 106 York University bus to the Sentinel Road - Hurdal Road stop.

By Car: Turn south off Finch Avenue West, west of Keele Street. There is ample free on-site parking.

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.

Unable to attend the Open Houses/Workshop?

You may submit your comments online from October 1 to 18, 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.

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 TRANSIT COMMISSION



Copy: Stephanie Rice
Zee Zaid
File Ref: A85-63

December 5, 2005



Dear [Redacted]

Thank you for your comments on the Modification to Finch West Station Concept Newsletter (copy attached).

We appreciate your input on the station and commuter parking location options. As seen on the newsletter, your preferred location is the recommended concept and has been included in the Environmental Assessment Study which is being presented for approvals to the City of Toronto Council on December 5, 6 and 7, 2005.

Thank you for taking the time to submit your comments.

Sincerely,

ORIGINAL SIGNED BY
T.G. MIDDLEBROOK

Thomas G. Middlebrook, P. Eng.
Chief Engineer
Engineering Department

80-2
1084475



SPADINA SUBWAY EXTENSION ENVIRONMENTAL ASSESSMENT STUDY PUBLIC CONSULTATION - PHASE 3 MODIFICATION TO FINCH WEST STATION CONCEPT

The City of Toronto and the Toronto Transit Commission are conducting an Environmental Assessment (EA) for a 6.2-km, 4-station extension of the Spadina Subway from Downsview Station to Steeles Avenue, with related commuter facilities (bus terminals, passenger pick-up and drop-off and commuter parking).

The purpose of the EA Study is to develop and analyse alternative alignments and station locations to extend the Spadina Subway from Downsview Station to Steeles Avenue via York University. The EA Study also identifies environmental impacts and develops mitigation measures to minimize negative impacts.

The EA Study itself was conducted in 3 phases. Results from Phase 1 and Phase 2 were presented to the public and stakeholders for consultation in February and May 2005 respectively. Phase 3 of the Study involves the detailed environmental assessment of the preferred alignment and station concepts selected in Phase 2. These were presented to the public and key stakeholders for consultation in October 2005.

For the future Finch West Station concept, Option 5 (see diagram below) was presented as the preferred option for public and key stakeholder agency review and comment during the third round of consultation in October 2005.

FINCH WEST STATION CONCEPT - OPTION 5



The public generally supported the selection of Option 5 but expressed concern over the great distance between the main entrance and the commuter facilities in the Finch hydro corridor. Most of the key stakeholder agencies did not support Option 5, but rather favoured a more compact station concept that would reduce the transfer time between the bus terminal and subway platform and provide a more convenient entrance location for the passenger pick-up and drop-off and commuter parking facilities.

In order to address these comments, a station concept with a bus terminal on the west side of Keele Street, immediately south of the Hydro Corridor, was developed and is now being recommended. This recommended Finch West Station concept, shown in the diagram below, has the following advantages:

- Reduced business loss impacts;
- Accessible transit and traffic operations; and
- A desired compact station form, while still providing connections to the north and south sides of Finch Avenue West.

Opportunities for integration of pedestrian entrances and the bus terminal with redevelopment of the Keele/Finch intersection will be explored further during the design of the station.

RECOMMENDED FINCH WEST STATION CONCEPT



THIS IS BEING
BECAUSE THE SUB
STATION IS MADE
CLOSE TO COMMUTE
PARKING.

The recommended concept for the Finch West Station shown above will be included in the Environmental Assessment Study Executive Summary Report, to be presented for approval at the upcoming November 28, 2005 meeting of the Toronto Transit Commission. Following Commission approval, the Summary Report will be presented to a joint City of Toronto Planning and Transportation / Works Committees on November 30, 2005, then to City of Toronto Council on December 5, 6 and 7, 2005.

Following Council approval, the full Environmental Assessment Study Report will be submitted before the end of December 2005 to the Ministry of the Environment (MOE) for review and decision. The Ministry review includes a public commenting period, including posting on their web site (www.ene.gov.on.ca).

If you have any comments or questions about the recommended Finch West Station concept or would like to be on the project mailing list to stay informed on the project's progress, please contact us at:

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, Ontario M5R 3H2

CLOSED Case # 429 DATE CLOSED: 3/10/2005 1:06:01 PM

Company Name: Department: Title: First Name: Last Name: Position:

Address: City: Province/State: ON Country: Canada Postal/Zip Code:

Home Phone # Office Phone # Cell # Pager # Fax # Email:

Project: SPADINA Contract: Received By: EMAIL Preferred Communication: EMAIL Date Received: 31-JAN-05 Time Received: 4:04 p.m. Responsibility: TTC Action Required: Y Potential Claim: Type of Concern: SUGGESTION/COMMENT

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
3/10/2005 1:05:42 PM	ZZAID	OPEN				
Action Description						
Re: spadina subway Dear TTC, I just wanted to confirm that the TTC is aware of the new housing development that is being constructed on former York University land in relation to planned expansion of the subway to York University. I had recently read a news article about homeowners along the Bloor subway line experiencing noise and vibration in their homes from subway trains and wanted to ensure that the same does not occur near the new homes at York University. thankyou, YA (sent from [REDACTED])						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
3/10/2005 1:06:01 PM	ZZAID	CLOSE			3/10/2005	CASE 429 [REDACTED].ATT
Action Description						
Response sent March 10/05.						

Subway EA

From: Subway EA
Sent: Thursday, March 10, 2005 1:03 PM
To: [REDACTED]
Subject: RE: spadina subway

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study.

We are working closely with the developers (Tribute Communities) of the residential lands south of York University to ensure that any negative impacts of the future subway extension are minimised.

We thank you again for your comments and look forward to your continued participation in our Study.

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

From: [REDACTED]
Sent: Monday, January 31, 2005 4:04 PM
To: Subway EA
Subject: spadina subway

Dear TTC,

I just wanted to confirm that the TTC is aware of the new housing development that is being constructed on former York University land in relation to planned expansion of the subway to York University. I had recently read a news article about homeowners along the Bloor subway line experiencing noise and vibration in their homes from subway trains and wanted to ensure that the same does not occur near the new homes at York University.

Thankyou,
[REDACTED]

CLOSED Case # 430 DATE CLOSED: 3/10/2005 1:10:38 PM
Company Name: Department:
Title: First Name: [REDACTED] Last Name: [REDACTED] Position:
Address:
City: Province/State: ON Country: Canada Postal/Zip Code:
Home Phone # Office Phone #
Cell # Pager #
Fax #
Email:
Project: SPADINA Contract:
Received By: EMAIL Preferred Communication: EMAIL
Date Received: 01-FEB-05 Time Received: 11:52 a.m.
Responsibility: TTC Action Required: Y
Potential Claim: Type of Concern: SUGGESTION/COMMENT

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
3/10/2005 1:10:18 PM	ZZAID	OPEN				
Action Description						
Re: Sub-way stop May I suggest that consideration be given to putting a sub way stop at Dufferin and Finch. This intersection would serve amply for buses going north of Steeles and the East/West route on Finch. Also, with the development that will surely be coming to this intersection it would be wise to have a stop close by. Thanks you [REDACTED]						
Action Description						
3/10/2005 1:10:38 PM	ZZAID	CLOSE			3/10/2005	CASE 430 [REDACTED].RTF
Response sent March 10/05.						

Subway EA

From: Subway EA
Sent: Thursday, March 10, 2005 1:08 PM
To: [REDACTED]
Subject: RE: Sub-way stop

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study.

Two of the key objectives of the Spadina Subway Extension are to provide subway service to the Keele/Finch area and to provide a connection with the Bradford GO Rail Line. Due to engineering constraints, it would not be possible to serve **both** the Dufferin/Finch intersection and these two locations.

However, one of the key considerations in selecting the best station location in the Keele/Finch area will be to provide a convenient connection to the 36 - Finch West and 41 - Keele bus routes. We trust that this will achieve improved access to east/west and north/south bus routes, as you have recommended.

We appreciate your comments and look forward to your continued participation in our Study.

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

From: [REDACTED]
Sent: Tuesday, February 01, 2005 11:52 AM
To: Subway EA
Subject: Sub-way stop

May I suggest that consideration be given to putting a sub way stop at Dufferin and Finch.

This intersection would serve amply for buses going north of Steeles and the East/West route on Finch. Also, with the development that will surely be coming to this intersection it would be wise to have a stop close by.

Thanks you
[REDACTED]

CLOSED Case # 431 DATE CLOSED: 3/10/2005 1:16:04 PM
Company Name: Department:
Title: First Name: [REDACTED] Last Name: [REDACTED] Position:
Address:
City: Province/State: ON Country: Canada Postal/Zip Code:
Home Phone # Office Phone #
Cell # Pager #
Fax #
Email: [REDACTED]
Project: SPADINA Contract:
Received By: EMAIL Preferred Communication: EMAIL
Date Received: 11-FEB-05 Time Received: 9:01 a.m.
Responsibility: TTC Action Required: Y
Potential Claim: Type of Concern: SUGGESTION/COMMENT

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
3/10/2005 1:15:51 PM	ZZAID	OPEN				
Action Description						
Re: Option one with slight alternative with Steels stop I was at the overview held at York U. on Feb 10th (evening session) and agreed that Option 1 was the best option presented. I still think that it is, however, after thinking about it a bit last night I think that a readjustment of the Steels station would be better suited for TTC needs. The following alignment would be advantages for the following reasons: York Subway stop: Situated between the north and south boundaries of the Commons in a north-west alignment. Between the York stop and Steels: There is an existing available corridor which runs under green space (fields, a wood lot and buildings without deep basements) and parking lots. Steels stop: South end would be at Steels Ave with the north end within the Hydro Corridor, near the existing train tracks (for possible future GO train stop??). This would also take more advantage of the proposed inter-regional transit terminal located here. This would offer a straighter route, and thus faster. The disadvantage of having the Steels station in a east-west alignment is that, between it and the York stop there has to be a fairly sharp turn, and then, eventually when the subway is extended to the Vaughn corporate Center the subway would have to have another sharp turn from the station directly north.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
3/10/2005 1:16:04 PM	ZZAID	CLOSE			3/10/2005	CASE 431 [REDACTED].RTF
Action Description						
Response sent March 10/05.						

Subway EA

From: Subway EA
Sent: Thursday, March 10, 2005 1:14 PM
To: [REDACTED]
Subject: RE: Option one with slight alternative with Steeles stop

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study.

All of the routes which we are analysing, including Route 1, would allow for shifts in the orientation of the proposed Steeles Subway Station and would protect for a future extension to Vaughan Corporate Centre. Once the preferred route is selected, we will be developing more detailed subway alignments and station locations, including possible shifts in station orientation. These will be presented during the next round of public consultation in Spring 2005. We'll then conduct another evaluation to select the preferred alignment. Your observations about the impact of the station orientation will be taken into consideration during the development and evaluation of the alternative alignments.

The attached file "Choosing the Preferred Subway Extension" shows how this process works.



We thank you again for your comments and look forward to your continued participation in our Study.

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

From: [REDACTED]
Sent: Friday, February 11, 2005 9:01 AM
To: Subway EA
Subject: Option one with slight alternative with Steeles stop

I was at the overview held at York U. on Feb 10th (evening session) and agreed that Option 1 was the best option presented. I still think that it is, however, after thinking about it a bit last night I think that a readjustment of the Steeles station would be better suited for TTC needs.

The following alignment would be advantages for the following reasons:

York Subway stop:

Situated between the north and south boundaries of the Commons in a north-west alignment.

Between the York stop and Steeles:

There is an existing available corridor which runs under green space (fields, a wood lot and buildings without deep basements) and parking lots.

Steeles stop:

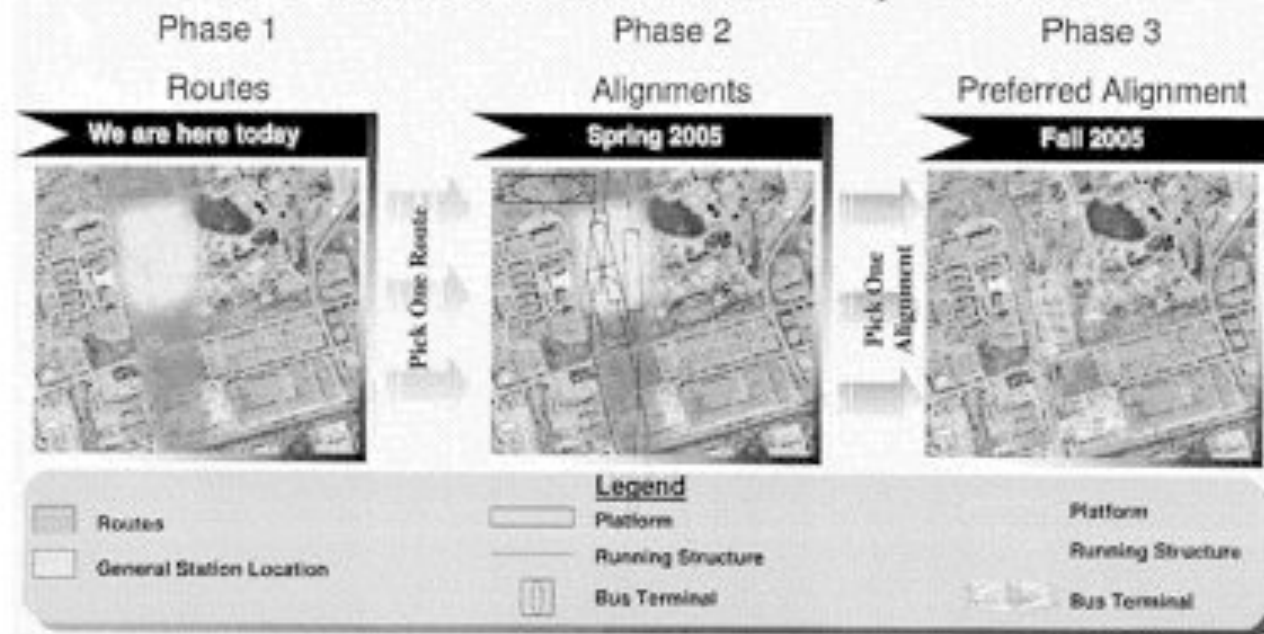
South end would be at Steeles Ave with the north end within the Hydro Corridor, near the existing train tracks (for possible future GO train stop??). This would also take more advantage of the proposed inter-regional transit terminal located here.

This would offer a straighter route, and thus faster.

The disadvantage of having the Steeles station in a east-west alignment is that, between it and the York stop there has to be a fairly sharp turn, and then, eventually when the subway is extended to the Vaughn corporate Center the subway would have to have another sharp turn from the station directly north.

<< File: Option 1 with slight alternative.doc >>

Choosing The Preferred Subway Extension



1A) Are you in support of these recommendations?

Yes.

1B) Space is provided here for you to add comments to your selected response:

It is entirely a matter of money. I support the recommendations in principle but only if the TTC can clearly demonstrate a positive business case and reasonable expectation of long term return on this investment.

2A) Would you refine the study area?

Yes.

2B) Space is provided here for you to add comments to your selected response:

Looking at the supplied map of the study area it appears that the southern boundary in the vicinity of Downsview station is at Sheppard Ave. I think that there is a reasonable business case for moving the location of Downsview station southwards by about 200m so that the subway can veer westwards in a straighter alignment to the alternatives shown (see alternative route suggestion below). As such, to permit this alternative, I would add to the study area an area bounded by Sheppard Ave on the north, a line 100m east of Downsview station on the east, a line 500m south of Downsview station on the south, and a line 500m west of Downsview station on the west.

I think there is also a reasonable business case for extending the line straight northwards along the rail corridor to north of Steeles Ave then westward in either the railway or hydro corridors, or possibly even along 407, with connection to York University via a cheaper streetcar or light rail line. As such, to permit this alternative, I would add to the study area an area bounded by 407 on the north, the railway corridor on the east, Steeles Ave on the south, and Keele St on the west.

Please see attached revised study area with the above two areas (marked A and B) added.

3A) Are there any features that have been identified that should not be considered when selecting the preferred route?

The list is appropriate.

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

Nothing in particular.

4A) Within the evaluation criteria categories, is there any criterion you would

Modify the provided list according to the chart provided below.

How Will We Choose The Preferred Route?			
Objectives	Evaluation Criteria	Indicators	
A) Expand in a cost effective manner	A1) Create a business plan for each alternative route	A1.1) Capital costs of expansion	
		A1.2) Increased operating costs as a result of expansion (short term and long term)	
		A1.3) Increased revenue as a result of expansion (short term and long term)	
		A1.4) Willingness of federal, provincial, regional and municipal governments, York University, and others to contribute financially depending on choice of route	
B) Expand in a way that increases ridership	B1) Improved access to York University campus	B1.1) Station locations close to student activity	
		B1.2) Station located close to Rexall Center and/or possible future stadium	
	B2) Improved connections with other modes of transportation	B2.1) Improved connection to York Region public transportation	
		B2.2) Convenience of connections to effected TTC bus routes (Finch West, Keele etc)	
		B2.3) Connection to GO Transit Bradford line	
		B2.4) Convenience of parking for commuters (eg. parking and taking transit instead of driving downtown)	
		B2.5) Ease of accessibility for other travel modes (taxi, bicycle, Wheeltrans, passenger pick up and drop off, etc)	
	B3) High density development opportunities along route	B3.1) Are stations conveniently located close to any potential locations of high density employment or residential developments	
	C) Support local population and employment growth	As in proposed guidelines	As in proposed guidelines
	D) Minimize adverse environmental effects	As in proposed guidelines	As in proposed guidelines except remove item D1.2 as I don't think it's relevant from an environmental standpoint how much of the route is in the Keele Industrial area so long as the primary objectives of cost effectiveness and increased ridership are met

4B) Please provide explanation for your recommended change:

Primary objectives should be a) expansion in a cost effective manner, and b) expansion in a way that most increases ridership.

As such I believe the initial objective in the provided list "Expansion to the Keele/Finch area and York University" should not be listed as a primary objective. This point I think should rather be addressed within the scope of the primary goal of increased ridership.

Particular indicators for which I have comments

A1.1) Not relevant – there is no population or employment density within the scope of this project that currently warrants subway expansion

D1.1) Is proximity to residential areas a positive or negative factor? Personally I think it should be negative factor as subway construction in residential areas would likely pose negative environmental effects during the construction phase.

D1.2) Is proximity to the Keele Industrial Area a positive or negative factor? Personally I think it should be positive factor as subway construction within the industrial area, in particular along the existing rail right of way would likely pose fewer negative environmental effects during the construction phase.

4C) 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?

Indicators related to the primary goals of increased ridership and cost effectiveness are most relevant. All other indicators are secondary.

5A) The project team has identified eight (8) alternative routes. Have we identified a reasonable number of routes?

No.

5B) Please explain if you answered No above:

Please see attached alternative route maps.

Additional Alternative Routes 1, 2, 3 and 4

- Move the location of Downsview station approximately 200m south of its current location.
- This would eliminate the need for sharp westward turns just north of Downsview station (as in proposed routes 1, 2, 3 and 4)
- As a result I expect that construction costs and right of way considerations associated with the sharp westward turns could be significantly reduced

- In addition, more of the route could be located within Downsview Park which could also reduce construction costs and right of way considerations
- In addition, within Downsview Park it may be possible to have the route at ground level as opposed to tunneled which would significantly reduce construction costs
- Perhaps the existing underground part of Downsview station could be converted to an underground shopping mall leading to the new station located 200m to the south, which in turn may allow for high density developments (and revenue generating opportunities for the TTC) at the location of the existing Downsview station
- Although there would be a cost associated with rebuilding the station at a different location, given the above mentioned impacts on total capital investment, I expect that such an alternative would be at least financially competitive and possibly provide significant cost savings.

5C) Indicate which is your favourite route. Tell us why it is your favourite. Would you make any changes to the route and why?

All of the provided alternatives appear to be mostly tunneled subways, and the estimated cost of \$1.5 billion is in line with construction costs of a mostly tunneled extension. In my opinion there is no chance of receiving government funding on the order of this amount of money. Hence if no alternatives are proposed then I expect this process will never lead to actual construction of the proposed extension, which would be a shame and a waste of money in regards to the planning process. If the TTC does in fact want to build an extension of the Spadina line, which I think is an excellent goal, then it is imperative that the committee that is reviewing alternatives starts "thinking outside of the box" and evaluates options that are significantly cheaper. I am proposing now a couple of such alternatives although I think creative people more familiar with the process could easily come up with others.

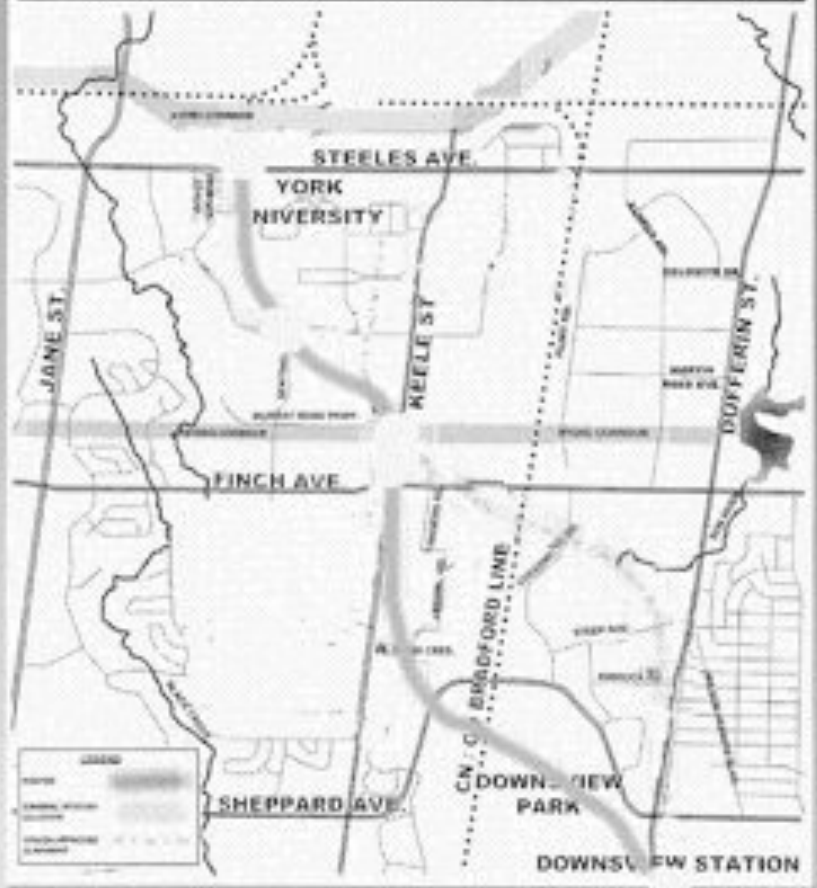
6) Space provided here for general comments:

In my opinion the primary goals are increased ridership on the currently underutilized Spadina Line, and extension of the existing subway network in a cost effective manner. I am frankly surprised that the review committee is proceeding to a discussion of choice of route without providing the public with any idea whatsoever about the differential costs (capital costs and future operating expenses) of the various alternatives.

In addition, unless York University is prepared to provide a significant percentage of the total required investment, a primary goal should NOT be extension to York University. Rather, the review committee should stay focused on increased ridership and financial return on investment wherever that best presents itself. However, that being said, I do believe that extension of the Spadina Line including the York University campus and commuter access at Steeles Ave, as proposed, is perhaps the best option to achieve these goals within the entire existing TTC network.



ROUTE : Downsview stn moved 200m south
Downsview Park and Keele St
York University "Sentinel"



ROUTE : Downsview stn moved 200m south
Downsview Park and Keele St
York University "Commons"





ROUTE : Downsvlew stn moved 200m south
Downsvlew Park and rail corridor
York University "Sentinel"



ROUTE : Downsvlew stn moved 200m south
Downsvlew Park and rail corridor
York University "Commons"



CLOSED Case # 432 DATE CLOSED: 3/10/2005 1:22:26 PM

Company Name: Department:
 Title: First Name: [REDACTED] Last Name: [REDACTED] Position:
 Address:
 City: Province/State: ON Country: Canada Postal/Zip Code:
 Home Phone #: Office Phone #
 Cell #: Pager #
 Fax #
 Email: [REDACTED]
 Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 19-FEB-05 Time Received: 11:16 a.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: Type of Concern: SUGGESTION/COMMENT

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
3/10/2005 1:22:12 PM	ZZAID	OPEN				
Action Description						
Re: Spadina subway extension comments Hi, I attended the Open House last week at CW Jeffries. I'd like to add my comments about route selection: Route 1 looks like the best - The GO Rail/Sheppard station is close to TTC and GO. Good integration. Also, there's development potential at this location (well better than the others, I believe). - The Keele/Finch station probably has the best location as it is situated at both the intersection at the south end and the hydro corridor at the north end. Possible development potential there. Close to several high rises. - The York University station is probably best located close to the main entrance and the student centre although I'm not sure where the majority of students and activity at the University is. That is where you should locate the station. - The Steeles station is best located there as it is close to the planned York bus terminal and the future football stadium. Route 5 looks to be the second best option - If another route is preferred, it should be this one. Stations should be located close the best transfer points to TTC buses and GO Rail. If not the GO/Sheppard station, then GO/Finch. I'm sure you will employ several criteria to determine the best route. I just wanted to add my 2 cents. I'm already on the project mailing list. Regards, [REDACTED]						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
3/10/2005 1:22:26 PM	ZZAID	CLOSE			3/10/2005	CASE 432 [REDACTED].XIT
Action Description						
Response sent March 10/05.						

Subway EA

From: Subway EA
 Sent: Thursday, March 10, 2005 1:19 PM
 To: [REDACTED]
 Subject: RE: Spadina subway extension comments
 Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study.

We have received your comments and have included them in our analysis. For your information, a summary report is on the agenda for the TTC's March 16, 2005 Commission Meeting (a copy of this report will be posted at <http://www.ttc.ca/postings/gso-comrpt/> as of March 11, 2005). Also, a report detailing the results of Public Information Centre #1 (held in February/05) will be posted on the TTC web site in April.

We thank you again for your interest and look forward to your continued participation in our Study.

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

From: [REDACTED]
 Sent: Saturday, February 19, 2005 11:16 AM
 To: Subway EA
 Cc: [REDACTED]
 Subject: spadina subway extension comments

Hi,

I attended the Open House last week at CW Jeffries. I'd like to add my comments about route selection:

Route 1 looks like the best

- The GO Rail/Sheppard station is close to TTC and GO. Good integration. Also, there's development potential at this location (well better than the others, I believe).
- The Keele/Finch station probably has the best location as it is situated at both the intersection at the south end and the hydro corridor at the north end. Possible development potential there. Close to several high rises.
- The York University station is probably best located close to the main entrance and the student centre although I'm not sure where the majority of students and activity at the University is. That is where you should locate the station.
- The Steeles station is best located there as it is close to the planned York bus terminal and the future football stadium.

Route 5 looks to be the second best option

- If another route is preferred, it should be this one. Stations should be located close the best transfer points to TTC buses and GO Rail. If not the GO/Sheppard station, then GO/Finch.

I'm sure you will employ several criteria to determine the best route. I just wanted to add my 2 cents. I'm already on the project mailing list.

Regards,

[Redacted]

CLOSED Case # 596 DATE CLOSED: 3/18/2005 1:13:02 PM

Company Name: [Redacted] Department: [Redacted]

Title: [Redacted] First Name: [Redacted] Last Name: [Redacted] Position: [Redacted]

Address: [Redacted]

City: [Redacted] Province/State: [Redacted] Country: [Redacted] Postal/Zip Code: [Redacted]

Home Phone # [Redacted] Office Phone # [Redacted]

Cell # [Redacted] Pager # [Redacted]

Fax # [Redacted]

Email: [Redacted]

Project: SPADINA Contract: [Redacted]

Received By: EMAIL Preferred Communication: [Redacted]

Date Received: 16-FEB-05 Time Received: 8:53 a.m.

Responsibility: TTC Action Required: Y

Potential Claim: [Redacted] Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
3/18/2005 1:12:19 PM	ZZAID	OPEN				
Action Description						
Re: Project This project is 20 year overdue. It should go to Vaughan Mills Mall soon. What's taking so long [Redacted]						
Action Description						
3/18/2005 1:13:02 PM	ZZAID	CLOSE			3/18/2005	CASE 596 - [Redacted].RTF
Action Description						
Acknowledgement sent March 18/05.						

Subway EA

From: Subway EA
Sent: Friday, March 18, 2005 1:08 PM
To: [REDACTED]
Subject: RE: Project

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study.

The timing of the Subway is affected by legal, technical and financing requirements. In accordance with the Ontario Environmental Assessment Act, design may not proceed until the Environmental Assessment (EA) is approved by the Minister of the Environment (MOE). Furthermore, funding must be secured before design and construction is permitted to proceed. Even assuming funds were available now, the subway extension opening would be at least 7 years after EA approval:

- EA Study and MOE Review/Approval =2 years
- Design = 2 - 3 years
- Construction, Testing and Commissioning =3 - 4 years

The EA currently being undertaken is for a subway extension from Downsview Station to Steeles Avenue only. Ultimately, the decision to extend the subway to Vaughan Corporate Centre (near Vaughan Mills Mall) will be based on potential ridership and funding availability. Although, the Corporate Centre is an emerging destination, existing population and employment is low and a large portion of the site is undeveloped. Therefore, potential subway ridership is limited at this time.

Thank you again for your e-mail.

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

From: [REDACTED]
Sent: Wednesday, February 16, 2005 8:53 AM
To: Subway EA
Subject: Project

This project is 20 year overdue.

It should go to Vaughan Mills Mall soon.

What's taking so long?

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

CLOSED Case # 598 DATE CLOSED: 3/31/2005 11:57:37 AM

Company Name: Department: [REDACTED]
 Title: First Name: [REDACTED] Last Name: [REDACTED] Position: [REDACTED]
 Address: [REDACTED]
 City: Province/State: ON Country: Canada Postal/Zip Code: [REDACTED]
 Home Phone #: [REDACTED] Office Phone #: [REDACTED]
 Cell #: [REDACTED] Pager #: [REDACTED]
 Fax #: [REDACTED]
 Email: [REDACTED]
 Project: SPADENA Contract: [REDACTED]
 Received By: EMAIL Preferred Communication: [REDACTED]
 Date Received: 23-FEB-05 Time Received: 10:01 p.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: [REDACTED] Type of Concern: SUGGESTION/COMMENT

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
3/31/2005 11:57:00 AM	ZZAID	OPEN				
Action Description						
Re: LRT as an option in Spadina subway extension EA To whom it may concern, I am wondering whether an LRT was considered as an option in Spadina subway extension EA. The TTC has obviously been under financial constraint for years now, and an LRT seems like a more cost-effective way of extending the Spadina subway line. LRT lines in other parts of the city have been mentioned in recent plans by the TTC as well. What are the reasons why this was not considered in the Spadina EA? Sincerely, [REDACTED]						
Action Description						
3/31/2005 11:57:37 AM	ZZAID	CLOSE			3/31/2005	CASE 598 [REDACTED].TIF
Response sent March 31/05 (drafted by S.Rice).						

Subway EA

From: Subway EA
 Sent: Thursday, March 31, 2005 11:51 AM
 To: [REDACTED]
 Subject: RE: LRT as an option in Spadina subway extension EA

Thank you for your interest in the Spadina Subway Extension Environmental Assessment Study.

With regard to your comment pertaining to light rail technology, we would like to advise that a technology analysis was conducted in the original Environmental Assessment for the Yonge-Spadina Subway Loop. Please refer to the following link for the section of the report about technology.

http://www.toronto.ca/ttc/spadina_extension/images/Chapter4Alternatives.pdf

Best regards,

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

From: [REDACTED]
 Sent: Wednesday, February 23, 2005 10:01 PM
 To: Subway EA
 Subject: LRT as an option in Spadina subway extension EA

To whom it may concern,

I am wondering whether an LRT was considered as an option in Spadina subway extension EA. The TTC has obviously been under financial constraint for years now, and an LRT seems like a more cost-effective way of extending the Spadina subway line. LRT lines in other parts of the city have been mentioned in recent plans by the TTC as well. What are the reasons why this was not considered in the Spadina EA?

Sincerely,
 [REDACTED]

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Powered by Outblaze

Untitled Document

Page 1 of 1

CLOSED Case # 602 DATE CLOSED: 2/1/2006 12:38:44 PM
 Company Name: Carpet Villa Department:
 Title: First Name: [REDACTED] Last Name: [REDACTED] Position:
 Address: [REDACTED]
 City: Toronto Province/State: ON Country: Canada Postal/Zip Code:
 Home Phone # Office Phone #
 Cell # Pager #
 Fax #
 Email: [REDACTED]
 Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication:
 Date Received: 30-MAR-05 Time Received: 5:50 p.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
4/1/2005 2:11:20 PM	ZZAID	OPEN				
Action Description						
Re: New subway final plans I am a property owner @ [REDACTED] I would like to know of the development of the new Spadina subway Extension and how it will effect my property. Please email with all the developments and final plans. Thanks						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
4/1/2005 2:12:02 PM	ZZAID	FRWD TO	SRICE	4/3/2005		
Action Description						
Forwarded to S. Rice for draft reply.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
2/1/2006 12:38:44 PM	ZZAID	CLOSE			5/4/2005	
Action Description						
Response sent May 4/05. (unable to attach response)						

ZZ

<http://pcts.prod.ttc/incidentAction.asp?case=602>

01/02/2006

Zaid, Zee

From: Subway EA
Sent: May 4, 2005 2:05 PM
To: [REDACTED]
Subject: RE: New subway final plans.

Dear [REDACTED]

Thank you for your email. Our response is as follows:

Environmental Assessment Study Status

An Environmental Assessment is being conducted by URS Canada, on the behalf of the Toronto Transit Commission and the City of Toronto, to determine the preferred alignment and station locations for an extension of the Spadina Subway from Downsview Station to Steeles Avenue (via York University).

During our first round of public consultation held in February 2005, eight route options and the evaluation criteria to select the preferred subway route were presented. Since that time, a detailed analysis of the eight routes has been conducted and Route 1 has been identified as the preferred route (see attached drawing).



Route 1.pdf (189 KB)

The attached diagram shows how the study process will progress from the selection of the preferred route (general corridor) to the generation and selection of the preferred alignment (specific location of subway structures).



Choosing the Preferred Subway ...

During the next round of public consultation to be held on May 17 and 18, 2005, the preferred route will be presented for review and comment. In addition, detailed alignments, station locations and surface facilities layout options and evaluation criteria to select the best alignment will also be presented.

Potential Impacts on Your Property

Your property is located in the Route 1 corridor and is in the vicinity of alternative alignments, which are being developed for further research and analysis during the next phase of the Environmental Assessment Study. A copy of the drawing showing alternative alignments to be presented to the public in mid-May is attached.



Southern Alignment Alternative...

Research and analysis of potential impacts (including noise, vibration and others) on specific properties will be conducted during the next phase of the Study. Once the impacts are known, mitigating measures will also be developed. (To assist the Study Team in the next phases of analysis and evaluation, we encourage you to attend our public events on the 17 and 18 to find out more information about this project and to provide us with details of your business so that we can understand any issues or concerns. If you attend, please identify yourself as a property owner within route 1 to any one of the project team members. If you are unable to attend, we would be pleased to meet with you at your convenience.

Next Steps

We have added you to our mailing list to keep you informed about study progress and findings as well as future public consultation events. We would like to take this opportunity to invite you to our Open Houses and Workshop to be held on May 17 and 18th. Please see the attached Public Notice for further details.



05_05 bblchrtoc.pdf (1 Mi)

In the meantime, if there is any information about your property that you think our Study Team should be aware of, please let us know.

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

From: [REDACTED]
Sent: Wednesday, March 30, 2005 5:50 PM
To: Subway EA
Subject: New subway final plans.

I am a property owner @ [REDACTED]

I would like to know of the development of the new Spadina subway Extention and how it will effect my property.

Please email with all the developments and final plans.

Thanks

<< File: image001.jpg >>



CLOSED Case # 614 DATE CLOSED: 5/3/2005 9:30:58 AM

Company Name: Department:

Title: First Name: [REDACTED] Last Name: [REDACTED] Position:

Address:

City: Province/State: ON Country: Canada Postal/Zip Code:

Home Phone #: Office Phone #

Cell #: Pager #

Fax #:

Email: [REDACTED]

Project: SPADNA Contract:

Received By: EMAIL Preferred Communication: EMAIL

Date Received: 09-APR-05 Time Received: 12:26 p.m.

Responsibility: TTC Action Required: Y

Potential Claim: Type of Concern: ADD TO MAILING LIST, GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
4/28/2005 2:26:53 PM	ZZAID	OPEN				
Action Description						
Re: extensions i want to find out about the extension of the spadina subway will each new station will hav a same look or it will be design invidually for example a cathridal design are they will be underground or above ground what color and tiles will be using please let me know by [REDACTED]						
4/29/2005 10:56:35 AM	ZZAID	CLOSE			4/29/2005	CASE 614 [REDACTED].RTF
Action Description						
Response sent April 29/05.						
5/3/2005 9:30:23 AM	ZZAID	RE-OPEN				
Action Description						
Case re-opened						
5/3/2005 9:30:58 AM	ZZAID	CLOSE			5/3/2005	CASE 614A [REDACTED].RTF
Action Description						
Response received - requested to be added to mailing list.						

Subway EA

From: Subway EA
 Sent: Friday, April 29, 2005 9:48 AM
 To: [REDACTED]
 Subject: RE: extensions

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment (EA) Study.

We are currently conducting the Environmental Assessment Study for the subway extension. The scope of the EA Study includes determining detailed station and facilities locations (bus terminals, commuter parking, passenger pick-up and drop off, etc.). Specific station features such as finish colours and surfaces would not be determined until detailed design is completed. Detailed design would commence after the EA Study is approved by the Ministry of the Environment (projected for 2006) and funding approval is obtained.

Are you interested in being added to our project mailing list that will be used only to notify you of project progress and events? If so, please reply back and let us know.

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

From: [REDACTED]
 Sent: Saturday, April 09, 2005 12:26 PM
 To: Subway EA
 Subject: extensions

i want to find out about the extension of the spadina subway will each new station will hav a same look or it will be design invidually for example a cathridal design are they will be underground or above ground what color and tiles will be using please let me know by [REDACTED]

Check-out GO.com
 GO get your free GO E-Mail account with expanded storage of 6 MB!
<http://mail.go.com>

CLOSED Case # 615 DATE CLOSED: 4/29/2005 11:08:07 AM

Company Name: [REDACTED] Department: [REDACTED]
 Title: [REDACTED] First Name: [REDACTED] Last Name: [REDACTED] Position: [REDACTED]
 Address: [REDACTED]
 City: [REDACTED] Province/State: ON Country: Canada Postal/Zip Code: [REDACTED]
 Home Phone #: [REDACTED] Office Phone #: [REDACTED]
 Cell #: [REDACTED] Pager #: [REDACTED]
 Fax #: [REDACTED]
 Email: [REDACTED]
 Project: SPADINA Contract: [REDACTED]
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 15-APR-05 Time Received: 10:14 a.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: [REDACTED] Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
4/29/2005 11:03:04 AM	ZZAID	OPEN				
Action Description						
Re: Spadina Subway Extension Hello, Please advise the status of this project. What is going on now that the Public Open Houses have been complete? Is there a timeline for design and construction? Thank you [REDACTED]						
[REDACTED]						
[REDACTED]						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
4/29/2005 11:08:07 AM	ZZAID	CLOSE			4/29/2005	CASE 615 [REDACTED].UTF
Action Description						
Response sent April 29/05.						

Subway EA

From: Subway EA
 Sent: Friday, April 29, 2005 10:59 AM
 To: [REDACTED]
 Subject: RE: Spadina Subway Extension

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study.

We are currently in Phase 2 (of 3 Phases) of the Environmental Assessment Study. There are more public consultation events still to come. Two Open Houses and a Workshop are scheduled for May 17th and 18th, 2005 (see the web site for more details http://www.toronto.ca/to/spadina_extension/get_involved.htm). Additional public consultation events will be held in Fall of this year.

With regard to the timeline, approval by the Ministry of the Environment is projected for 2006. Upon EA approval and funding approval, it will take a minimum of seven years (for design and construction) until the subway extension is in service.

Thank you again for your interest.

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

From: [REDACTED]
 Sent: Friday, April 15, 2005 10:14 AM
 To: Subway EA
 Subject: Spadina Subway Extension

Hello,

Please advise the status of this project. What is going on now that the Public Open Houses have been complete? Is there a timeline for design and construction?

Thank you,

[REDACTED]

CLOSED Case # 616 DATE CLOSED: 5/3/2005 9:18:25 AM

Company Name: Department:

Title: First Name: Last Name: Position:

Address:

City: Province/State: ON Country: Canada Postal/Zip Code:

Home Phone #: Office Phone #:

Cell #: Pager #:

Fax #:

Email: [REDACTED]

Project: SPADINA Contract:

Received By: EMAIL Preferred Communication: EMAIL

Date Received: 12-FEB-05 Time Received: 2:05 a.m.

Responsibility: TTC Action Required: Y

Potential Claim: Type of Concern: ADD TO MAILING LIST, SUGGESTION/COMMENT

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
4/29/2005 11:59:08 AM	ZZAID	OPEN				
Action Description						
<p>Re: Spadina Subway Extension Dear TTC Staff, I have a complaint about this new subway extension which is being made from Downsview Station. In 1994, I have learned that the matter of the loop between Finch Station and Downsview Station had been terminated, which in my view, does not favour the people on the East side of the city. I live at Sheppard and Midland, and take the bus all the way to York University, which takes me 1h 30 minutes. If I take a bus or go through the entire subway to Downsview station, it takes me an additional 15 minutes to get to York, making my trip a total 1h and 45 minutes. Although I am not against the whole idea of a subway system which goes to York University, I find it extremely unfair that the people on the West side of the city are favoured more than that of the East side. At York University right now, there are 3 buses which go to Downsview (196(a+b) express and 106 express). The 196 bus comes every 5 minutes, while the 60 Steeles West bus to Finch comes every 20-30 minutes. Many think that there is a high demand for the bus to Downsview, but this is not the case. It is because the 60 Steeles West bus is so long and such a long wait for the bus to come, that people either decide to stop off at Finch and Keele or go to Downsview and take the Sheppard bus across to Sheppard/Yonge station. My question is, why do the people who live on the west side of the city get 3 buses which come every 5 minutes to York, and now a subway station for them to travel with, while the people on the East side of the city have to take the bus, transfer a 3-4 times, and then wait for a bus which comes every 20 minutes? Does this sound fair? Please reconsider the site, and consider the people who live on the East side of town. Even if you consider the site to be built the way it is now, consider an express route from Finch station, or a station of the Yonge line which goes straight to York. Thank you for your time. Sincerely, [REDACTED]</p>						
4/29/2005 11:59:35 AM	ZZAID	UPDATE		4/1/2005		
Action Description						
Forwarded to Service Planning for draft response.						

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
4/29/2005 12:00:10 PM	ZZAID	CLOSE			4/29/2005	CASE 616 [REDACTED].TF
Action Description						
Response sent April 29/05.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
5/3/2005 9:14:59 AM	ZZAID	RE-OPEN				
Action Description						
Case re-opened						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
5/3/2005 9:18:25 AM	ZZAID	CLOSE			5/3/2005	CASE 616A [REDACTED].TF
Action Description						
M [REDACTED] responded back requesting to be added to email mailing list.						

Subway EA

From: Subway EA
Sent: Tuesday, May 03, 2005 9:13 AM
To: [REDACTED]
Subject: RE: Spadina Subway Extension

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study.

As requested, we have added you to our project mailing list that will be used only to notify you of project progress or events.

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

From: [REDACTED]
Sent: Friday, April 29, 2005 11:34 PM
To: Subway EA
Subject: RE: Spadina Subway Extension

Thank you very much for replying. I like the idea of the possible direct express routes from Finch Station to the possible Steeles West station or to the possible Finch West station. And I have seen that there are more 60F/C buses which come faster and sooner. Thank you very much for informing me about the possible new routes and I would like to be notified of any new or potential progresses or events which may occur.

Sincerely,

[REDACTED]

Quoting Subway.EA@ttc.ca:

- > Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study. We apologize for the delay in responding. We have forwarded your concerns to our Service Planning Staff and their response is as follows:
- >
- > As part of the planning for connecting routes to the possible York University subway extension, we will be considering direct express services from the existing Yonge Subway to a possible Steeles West station and a possible Finch West station.
- >
- > Current service on the 60C/F Steeles West (Finch Stn-York University) is scheduled to operate every six to seven minutes in the peak periods, and every 12 minutes in the midday. We have increased service on this route in the past year, in response to increasing ridership. Waits of 20 minutes or more are the result of unreliable operation, which for the most part is caused by traffic congestion. Our Operations staff monitor service reliability closely on this busy route, and further changes to the schedule to improve service reliability will be made if required.
- >
- > Are you interested in being added to our project mailing list which will be used only to notify you of project progress and events? If so, please respond back and let us know!
- >
- > Thanks again for your interest.

>

> -----Original Message-----

> From: [REDACTED]
> Sent: Saturday, February 12, 2005 2:05 AM
> To: Subway EA
> Subject: Spadina Subway Extension

>

> Dear TTC Staff,

>

> I have a complaint about this new subway extension which is being made from Downsview Station. In 1994, I have learned that the matter of the loop

> between

> Finch Station and Downsview Station had been terminated, which in my view, does not favour the people on the East side of the city. I live at Sheppard and Midland, and take the bus all the way to York University, which takes me 1h 30 minutes. If I take a bus or go through the entire subway to Downsview station, it takes me an additional 15 minutes to get to York, making my trip

> a

> total 1h and 45 minutes. Although I am not against the whole idea of a subway

> system which goes to York University, I find it extremely unfair that the people on the West side of the city are favoured more than that of the East side. At York University right now, there are 3 buses which go to Downsview (196(a+b)express and 106 express). The 196 bus comes every 5 minutes, while the 60 Steeles West bus to Finch comes every 20-30 minutes. Many think that there is a high demand for the bus to Downsview, but this is not the case.

> It

> is because the 60 Steeles West bus is so long and such a long wait for the

> bus to come,

> that people either decide to stop off at Finch and Keele or go to Downsview and take the Sheppard bus across to Sheppard/Yonge station. My question is, why do the people who live on the west side of the city get 3 buses which come every 5 minutes to York, and now a subway station for them

> to

> travel with, while the people on the East side of the city have to take the bus, transfer a 3-4 times, and then wait for a bus which comes every 20 minutes? Does this sound fair? Please reconsider the site, and consider the people who live on the East side of town. Even if you consider the site to

> be

> built the way it is now, consider an express route from Finch station, or a station of the Yonge line which goes straight to York. Thank you for your

> time.

>

> Sincerely,

>

> [REDACTED]

>

>

> The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of or taking of any action in reliance upon, this information by persons or entities other than the intended recipient or delegate is strictly prohibited. If you received this in error, please contact the sender and delete the material from any computer. The integrity and security of this message cannot be guaranteed on the Internet. The Sender accepts no

CLOSED Case # 634 DATE CLOSED: 6/16/2005 11:44:28 AM

Company Name: Department:
 Title: First Name: Last Name: Position:
 Address:
 City: Province/State: ON Country: Canada Postal/Zip Code:
 Home Phone # Office Phone #
 Cell # Pager #
 Fax #
 Email:
 Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 09-MAY-05 Time Received: 4:26 p.m.
 Responsibility: TTC Action Required: Y
 Potential Claims: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
5/30/2005 9:26:04 AM	ZZAID	OPEN				
Action Description						
Re: Steeles Bathurst Is it possible that this congested, densely populated major intersection is going to be overlooked and not form part of the new subway line?						
[Redacted]						
[Redacted]						
[Redacted]						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
5/30/2005 9:26:37 AM	ZZAID	FRWD TO	SRICE	6/6/2005		
Action Description						
Forwarded to S. Rice for draft reply						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
6/16/2005 11:44:28 AM	ZZAID	CLOSE			6/16/2005	CASE 634 [Redacted].CTE
Action Description						
Response sent June 16/05.						

Subway EA
 From: Subway EA
 Sent: Thursday, June 16, 2005 11:44 AM
 To: [Redacted]
 Subject: RE: Steeles Bathurst

Thank you very much for you interest in the Spadina Subway Extension Environmental Assessment (EA) Study. We apologise for the delay in responding.

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, running east along Steeles Avenue and south on Yonge Street to Finch Station, would have been many years into the future depending on ridership and train operating efficiency on the Yonge-University-Spadina line. Under Phase 2 of the project, new Subway stations would have been constructed at Dufferin/Steeles, Bathurst/Steeles and Yonge/Steeles. If you would like more information on this Study, please refer to the following file available at http://www.toronto.ca/ttc/spadina_extension/Executive%20Summary%20.pdf

In 2001, TTC conducted the Rapid Transit Expansion Study (RTES) to examine the needs and priorities for expansion of TTC's rapid transit system to the year 2021 in support of population and employment growth trends envisioned in the new City of Toronto Official Plan and in recognition of GTA development trends. The report concluded that looping of the Yonge and Spadina lines along Steeles Avenue (i.e. Phase 2 of the Yonge-Spadina Loop Project) would NOT be required in the next 10 to 15 years and, if required in the long term, looping of the Yonge and Spadina Subway lines could be pushed further north (e.g. Highway 7).

In accordance with the RTES recommendations, the requirements of the Spadina Subway Extension Project are to serve York University, a new inter-regional transit terminal at Steeles Avenue (between Jane/Keele) and to protect for a long-term extension to the new Vaughan Corporate Centre located at Jane and Highway 7. Therefore, it is not possible to serve the location of Bathurst/Steeles, which is located about 5 km east of the proposed Steeles West Station (between Jane/Keele).

Thanks again for your e-mail. Are you interested in being added to the confidential project mailing list that will be used only to notify you of project progress and events? If so, please reply back to this e-mail and let us know.

-----Original Message-----
 From: [Redacted]
 Sent: Monday, May 09, 2005 4:26 PM
 To: Subway EA
 Subject: Steeles Bathurst

Is it possible that this congested, densely populated major intersection is going to be overlooked and not form part of the new subway line?

[Redacted]

CLOSED Case # 635 DATE CLOSED: 6/16/2005 11:51:54 AM

Company Name: [REDACTED] Department: [REDACTED]
 Title: [REDACTED] First Name: [REDACTED] Last Name: [REDACTED] Position: [REDACTED]
 Address: [REDACTED]
 City: [REDACTED] Province/State: ON Country: Canada Postal/Zip Code: [REDACTED]
 Home Phone #: [REDACTED] Office Phone #: [REDACTED]
 Cell #: [REDACTED] Pager #: [REDACTED]
 Fax #: [REDACTED]
 Email: [REDACTED]
 Project: SPADINA Contract: [REDACTED]
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 10-MAY-05 Time Received: 10:38 a.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: [REDACTED] Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
5/30/2005 9:28:26 AM	ZZAID	OPEN				
Action Description						
Re:Subway extension spadina Good Morning Team: I am very happy if this extension gets taken care of but it should really come us to hwy #7 it will relieve a lot of traffic for sure keep up the good work [REDACTED]						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
5/30/2005 9:28:48 AM	ZZAID	FRWD TO	SRJCE	6/6/2005		
Action Description						
Forwarded to S. Rice for draft reply.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
6/16/2005 11:51:54 AM	ZZAID	CLOSE			6/16/2005	CASE 635 [REDACTED].LTF
Action Description						
Response sent June 16/05.						

Subway EA

From: Subway EA
 Sent: Thursday, June 16, 2005 11:51 AM
 To: [REDACTED]
 Subject: RE: Subway extension spadina

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study.

As part of our study, we are protecting for long-term extension to Highway 7 (Vaughan Corporate Centre). However, the timing of such an expansion depends on transit ridership demand growth and funding.

Are you interested in being added to our confidential project mailing list that will be used only to notify you of project progress and events? If so, please reply back to this e-mail and let us know.

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

From: [REDACTED]
 Sent: Tuesday, May 10, 2005 10:38 AM
 To: Subway EA
 Subject: RE: Subway extension spadina

Good Morning Team:

I am very happy if this extension gets taken care of but it should really come us to hwy #7 it will relieve a lot of traffic for sure keep up the good work.

CLOSED Case # 638 DATE CLOSED: 6/16/2005 11:46:54 AM

Company Name: Department:

Title: First Name: Roger Last Name: Singh Position:

Address:

City: Province/State: ON Country: Canada Postal/Zip Code:

Home Phone #: Office Phone #:

Cell #: Pager #:

Fax #:

Email: [REDACTED]

Project: SPADINA Contract:

Received By: EMAIL Preferred Communication: EMAIL

Date Received: 11-MAY-05 Time Received: 12:54 p.m.

Responsibility: TTC Action Required: Y

Potential Claim: Type of Concern: ADD TO MAILING LIST, SUGGESTION/COMMENT

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
5/30/2005 9:42:57 AM	ZZAID	OPEN				
Action Description						
Re: Spadina Subway from Downsview Station to Steeles Sorry I am unable to attend the meetings. Here are my comments/suggestions I would suggest that they build the Finch West Station and Steeles West Station (and if possible the Hwy 7 Station) all at the same time. It would be preferable if they would be covered/underground like Downsview Station. The amount of traffic and development north of Steeles is incredible. Allen Road is constantly filled with traffic. A lot of parking spots should be available at both the Steeles West and Hwy 7 station. Thank you. [REDACTED]						
5/30/2005 9:44:33 AM	ZZAID	FRWD TO	SRICE	6/6/2005	5/30/2005	
Action Description						
Forwarded to S. Rice for draft response. NOTE: This e-mail has been forwarded to City Public Consultation Office for inclusion in PCC#2 comments summary.						
6/16/2005 11:38:04 AM	ZZAID	CLOSE			6/16/2005	CASE 638 [REDACTED].TTF
Action Description						
Response sent June 16/05.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment

6/16/2005 11:45:41 AM	ZZAID	RE-OPEN				
Action Description						
Case re-opened						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
6/16/2005 11:46:54 AM	ZZAID	CLOSE			6/16/2005	CASE 638A [REDACTED].TTF
Action Description						
Responded and requested to be added to mailing list.						

Subway EA

From: [REDACTED]
Sent: Thursday, June 16, 2005 11:45 AM
To: Subway EA
Subject: RE: Spadina Subway from Downsview Station to Steeles

Yes please add the following email account

[REDACTED]

to your confidential project mailing list to keep me updated on the progress.

Thank you.

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

From: Subway.EA@ttc.ca [mailto:Subway.EA@ttc.ca]
Sent: June 16, 2005 11:37 AM
To: [REDACTED]
Subject: RE: Spadina Subway from Downsview Station to Steeles

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment (EA) Study. We apologize for the delay in responding to your e-mail.

With regard to your comments, we wish to advise that phasing and implementation of the Spadina Subway Extension project are to be determined once the EA is completed.

As well, we confirm that all stations (including Finch West and Steeles West) will be covered and located under ground.

With regard to parking spots, we are planning for 3,000 commuter parking spaces to be available at the Steeles West Station location. We are currently studying expansion only as far as the Steeles West Station. However, should the subway be extended up to Highway 7 in the future, provision of adequate commuter parking facilities will certainly be considered at that time.

Thank you again for your e-mail. Are you interested in being added to our confidential project mailing list that will be used only to notify you of project progress and events? If so, please respond back to this e-mail and let us know.

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

From: [REDACTED]
Sent: Wednesday, May 11, 2005 12:54 PM
To: Subway EA
Subject: Spadina Subway from Downsview Station to Steeles

Sorry I am unable to attend the meetings.

Here are my comments/suggestions

I would suggest that they build the Finch West Station and Steeles West Station (and if possible the Hwy 7 Station) all at the same time.

It would be preferable if they would be covered/underground like Downsview Station.

The amount of traffic and development north of Steeles is incredible...Allen Road is constantly filled with traffic.

A lot of parking spots should be available at both the Steeles West and Hwy 7 station.

Thank you.

[REDACTED]

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CLOSED Case # 639 DATE CLOSED: 6/15/2005 12:21:48 PM

Company Name: Department:
 Title: First Name: Last Name: Position:
 Address:
 City: Province/State: ON Country: Canada Postal/Zip Code:
 Home Phone #: Office Phone #
 Cell #: Pager #
 Fax #
 Email:
 Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 11-MAY-05 Time Received: 10:26 p.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
5/30/2005 9:46:24 AM	ZZAID	OPEN				
Action Description						
Re: The new subway extension To who it may concern, I have taken the time to go over the flyer that discusses the Spadina extension. This would be a good idea but where will the money for this project come from? Wouldn't it be a better idea to add more bus routes and frequency of bus services? Plus, T.T.C has already jacked up the fare prices, so does this mean the T.T.C passengers will have to pay more? I am assuming that this money will come from tax payers but at this current time where will the tax payers get hte money? The Liberals already wasted the tax payers money and all tax payers should be given back their money. In conclusion this project will consume to much money also there are other ideas that can be taken into consideration Thank-You and I do look forward to your response						
Action Description						
Forwarded to S. Rice for draft reply.						
Action Description						
5/30/2005 9:46:47 AM	ZZAID	FRWD TO	SRICE	6/6/2005		
Action Description						
Forwarded to S. Rice for draft reply.						
Action Description						
6/15/2005 12:21:47 PM	ZZAID	CLOSE			6/15/2005	CASE 639 [REDACTED].LTF
Action Description						
Response sent June 15/05.						

Subway EA

From: Subway EA
 Sent: Wednesday, June 15, 2005 12:21 PM
 To: [REDACTED]
 Subject: RE: The new subway extension

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study. We apologise for the delay in responding.

The purpose of the Environmental Assessment Study is to determine the best alignment and station locations for an extension of the Spadina Subway from Downsview Station to Steeles Avenue (via York University).

Funding is available to conduct the Environmental Assessment Study. For recent subway projects, TTC has received government funds for construction, and as a result, no fare increases have been required to cover capital costs. As you have noted, funding of the design and construction of the Spadina Subway Extension will have to compete with other transit initiatives and projects.

Are you interested in being added to our project mailing list that will be used only to notify you of project progress and events? If so, please respond back to this e-mail.

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

From: [REDACTED]
 Sent: Wednesday, May 11, 2005 10:27 PM
 To: Subway EA
 Subject: The new subway extension

To who it may concern,

I have taken the time to go over the flyer that discusses the Spadina extension. This would be a good idea but where will the money for this project come from? Wouldn't it be a better idea to add more bus routes and frequency of bus services? Plus, T.T.C has already jacked up the fare prices, so does this mean the T.T.C passengers will have to pay more? I am assuming that this money will come from tax payers but at this current time where will the tax payers get hte money? The Liberals already wasted the tax payers money and all tax payers should be given back their money. In conclusion this project will consume to much money also there are other ideas that can be taken into consideration

Thank-You and I do look forward to your response

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CLOSED Case # 640 DATE CLOSED: 5/30/2005 9:53:25 AM

Company Name: Department:
 Title: First Name: [REDACTED] Last Name: [REDACTED] Position:
 Address:
 City: Province/State: ON Country: Canada Postal/Zip Code:
 Home Phone #: Office Phone #
 Cell #: Pager #
 Fax #
 Email: [REDACTED]
 Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 15-MAY-05 Time Received: 11:38 p.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
5/30/2005 9:53:05 AM	ZZAID	OPEN				
Action Description						
Re: Steels Hello!!! I just want to ask you when you will finish construction?						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
5/30/2005 9:53:25 AM	ZZAID	CLOSE			5/30/2005	CASE 640 [REDACTED] RTE
Action Description						
Response sent May 30/05.						

Subway EA

From: Subway EA
 Sent: Monday, May 30, 2005 9:50 AM
 To: [REDACTED]
 Subject: RE: Steels

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study.

We are currently undertaking the Environmental Assessment (E.A.) Study, which is expected to be approved by the Minister of the Environment in 2006. Upon E.A. and funding approval, it would be approximately another 7 years before the subway is in service.

For more information regarding the Project, log onto the TTC web site (www.ttc.ca - click on Spadina Subway Extension).

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

From: [REDACTED]
 Sent: Sunday, May 15, 2005 11:38 PM
 To: Subway EA
 Subject: Steels

Hello!!

I just want to ask you when you will finish construction?

CLOSED Case # 643 DATE CLOSED: 7/28/2005 4:29:46 PM

Company Name: Department:

Title: First Name: [REDACTED] Last Name: [REDACTED] Position:

Address:

City: Province/State: ON Country: Canada Postal/Zip Code:

Home Phone # Office Phone #

Cell # Pager #

Fax #

Email: [REDACTED]

Project: SPADINA Contract:

Received By: EMAIL Preferred Communication: EMAIL

Date Received: 25-MAY-05 Time Received: 12:09 a.m.

Responsibility: TTC Action Required: Y

Potential Claim: Type of Concern: ADD TO MAILING LIST, VIBRATION

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
5/30/2005 10:29:14 AM	ZZAID	OPEN				
Action Description						
RE: Spadina Subway Extension Thank you for delivering a pamphlet on the environmental assessment study. I'm quite excited about the new subway extension and think the proposed route is a good one. I understand that people who will be impacted by the subway are very concerned about the noise and the vibration and I feel they have a point. I suggest that you use the whisper quiet trains that run smoothly on one rail. That would cut down on the noise and vibration significantly. Is this a viable possibility? [REDACTED]						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
5/30/2005 10:29:40 AM	ZZAID	FRWD_TO	SRICE	6/6/2005		
Action Description						
Forwarded to S. Rice for draft reply.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
6/1/2005 11:01:57 AM	ZZAID	CLOSE			6/1/2005	CASE 643 [REDACTED].RTF
Action Description						
Response sent June 1/05.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment

7/7/2005 9:10:23 AM	ZZAID	RE-OPEN				
Action Description						
Case re-opened						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
7/7/2005 9:11:39 AM	ZZAID	FRWD_TO	SRICE	7/15/2005		CASE 643A [REDACTED].RTF
Action Description						
Forwarded to S. Rice for draft reply.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
7/28/2005 4:29:46 PM	ZZAID	CLOSE			7/28/2005	CASE 643B [REDACTED].RTF
Action Description						
Added to mailing list. Response sent July 28/05.						

Subway EA

From: Subway EA
Sent: Thursday, July 28, 2005 4:27 PM
To: [REDACTED]
Subject: RE: Spadina Subway Extension

Thank you for your e-mail.

As requested, you have been added to our strictly confidential project mailing list that will be used only to notify you of project progress and events.

Our response to your inquiry is as follows. Because the Spadina Subway Extension is a continuation of an existing Subway line, we would use the same vehicles as are currently operated on the Yonge-University-Spadina line. The track system that we will use, called "double ties" would be the same as used on the Sheppard Subway line. This has proven to be very effective in minimizing vibration - in fact, we have received no complaints about vibration since the Sheppard Subway opened in 2002.

We appreciate your interest in the Project.

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

From: [REDACTED]
Sent: Wednesday, July 06, 2005 12:29 AM
To: Subway EA
Subject: RE: Spadina Subway Extension

Thank you. I would be interested in being added to your project mailing list.

I have travelled on the Heathrow Express to/from Heathrow Airport to Paddington Station in London, England. These trains are fast, smooth and quiet. I don't know what system they use - it seemed quite good. Have you looked into it?

--- Subway.EA@ttc.ca wrote:

- > Thank you very much for your interest in the Spadina
- > Subway Extension Environmental Assessment Study.
- >
- > With regard to your concern about noise and
- > vibration, we wish to advise that we would use a
- > special system (isolated track slab) to prevent
- > vibration transmission from trains to the
- > surrounding properties. In simple terms, large
- > rubber "hockey pucks" are placed between the tracks
- > and the subway floor. This has been used
- > successfully on the Sheppard Subway. Since opening
- > of the Subway in November of 2002, no
- > noise/vibration complaints have been received.
- >
- > We also have a specialist consultant on the study
- > team to advise on noise and vibration issues, in
- > order to ensure impacts of the Spadina Subway
- > Extension are minimized.
- >

- > Are you interested in being added to our project
- > mailing list that will be used only to notify you of
- > project progress or events? If so, please respond
- > back to this e-mail and let us know.
- >

> We thank you again for your comments.

> -----Original Message-----

> **From:** [REDACTED]
> **Sent:** Wednesday, May 25, 2005 12:09 AM
> **To:** Subway EA
> **Subject:** Spadina Subway Extension

> Thank you for delivering a pamphlet on the

> environmental assessment study.

> I'm quite excited about the new subway extension

> and think the proposed route is a good one.

> I understand that people who will be impacted by

> the subway are very concerned about the noise and the

> vibration and I feel they have a point. I suggest

> that you use the whisper quiet trains that run

> smoothly on one rail. That would cut down on the

> noise and vibration significantly.

> Is this a viable possibility?

> [REDACTED]

> [REDACTED]

> The information transmitted is intended only for the

> person or entity to which it is addressed and may

> contain confidential and/or privileged material.

> Any review, retransmission, dissemination or other

> use of or taking of any action in reliance upon,

> this information by persons or entities other than

CLOSED Case # 646 DATE CLOSED: 6/15/2005 12:53:37 PM

Company Name: Department:
 Title: First Name: Last Name: Position:
 Address:
 City: Toronto Province/State: ON Country: Canada Postal/Zip Code:
 Home Phone # Office Phone #
 Cell # Pager #
 Fax #
 Email:
 Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 19-JUN-05 Time Received: 8:45 a.m.
 Responsibility: TTC Action Required: Y
 Potential Claims: Type of Concern: SUGGESTION/COMMENT

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
6/15/2005 12:52:07 PM	ZZAID	OPEN				
Action Description (see attachment)						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
6/15/2005 12:53:03 PM	ZZAID	UPDATE				CASE 646 RTF
Action Description add'd e-mail.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
6/15/2005 12:53:37 PM	ZZAID	CLOSE			6/15/2005	CASE 646A RTF
Action Description Response sent June 15/05.						

Subway EA

From: Subway EA
 Sent: Wednesday, June 15, 2005 12:47 PM
 To:
 Subject: RE: Additional comments after attending the May 18th workshop

Thank you for providing additional comments on alternative layouts for surface facilities at Finch West Station. We apologize for the delay in responding. We will be addressing the issues which you have raised during Phase 3 of the EA Study, which is currently underway.

Passenger Pick-up and Drop-off Location

Several members of the public and agencies have raised concerns about the location of the passenger pick-up and drop-off in the hydro corridor. Therefore, we are re-examining the optimal location for this facility.

Impact on Toronto Fire Services Operations

We have been discussing the project and its potential impacts on Fire Service response times, operation of the fire hall at Keele/Murray with Toronto Fire representatives. In fact, we are meeting with them next week to discuss the issues which you have raised in your email. We've also added a new indicator to our evaluation criteria which will seek to measure impacts on response items for emergency services, including Fire, Police and ambulance.

Traffic Impacts on Local Community and Road Improvements

Traffic impacts (including possible road extensions/improvements) for the general vicinity of Finch West Station are currently being analyzed.

Results of these analyses will be presented for public review and comment during the next round of public consultation, to be held during Fall 2005.

Thank you again for your comments. We look forward to your continued participation in our Study.

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

From:
 Sent: Thursday, May 19, 2005 8:45 AM
 To: Subway EA
 Cc:
 Subject: Additional comments after attending the May 18th workshop

I was at Table 4, which was the only table with actual residents of the Keele/Finch corner participating last night. Here are my additional thoughts. I urge you to consider them seriously since we are the only resident group that is sitting right on top of a terminal/dropoff for this part of the subway extension. We will be very heavily affected if you make a wrong choice at Keele/Finch. Our preferred location for the bus terminal was Option 2, which exits onto Tangiers.

The commuter dropoff in the hydro corridor north of 1 Four Winds Drive has to be moved to the east side of Keele for a variety of reasons. First, it is too far from an entry point into the system. People will walk across our property leaving garbage in the summer as well as unwanted pathways in our grassy area by Keele St. Second, people will walk right through our property. In winter there will inevitably be claims for slip and falls.

which our property insurance will have to deal with for TTC customers. The foot traffic will also lead to more garbage around in our area and it's bad enough now. (Take a look at garbage from last year still on Murray Ross just west of Keele despite the nice words of our mayor, who needs a reality check.) Once that happens, you know where this will lead.

University City was established as an open community of 3 condos by Cadillac Fairview 30 plus years ago. We do not have walls to keep people out. Problems with commuters could force us to make drastic changes, which would imply costly legal expenses since we have reciprocal agreements with 2 other condo corporations about rights of way etc. and walling ourselves in is a large change which would require a change to our declaration, capital expenditures for walls and changes to access and egress points into and from our underground garage, plus ongoing expenditures for gatehouse staff.

Furthermore, it may not take people long to figure out that a convenient dropoff is the retail parking at the banks and plazas at the corner. That will be very negative in an already tight situation parkingwise now. Retailers will suffer and they are primarily small business, except for the 2 banks. And it will add to the congestion at the Keele Finch intersection that we are trying to relieve by the construction of the subway.

If convenience is what the subway is offering to potential users, then you cannot have a dropoff where there is no underground link to the subway (as you have planned for the north-most station), or at least you should provide a short walk in a protected, well-maintained area. That can best be achieved having all facilities for the subway on the same side of the road.

Another situation which we mentioned last night as we were leaving is the location of the fire hall right at the intersection with Four Winds Drive at Keele. At heavy traffic times when Keele is wall-to-wall cars, they have to fight to get onto the street and God help the person waiting for them. Where do cars move out of the way? There are cars everywhere! At that same intersection we have an exit from an underground garage onto Keele St about 10 m from the corner. At various times in the current traffic conditions it is almost impossible to exit turning left from our garage or to turn left onto Keele from Four Winds without taking life into your own hands! The 2 condos at the east end of Four Winds have about 1000 families living there and more than 1000 vehicles parked there. There are a lot of local vehicles plus the through traffic we get from York U, some of it even trying to park in our lots as visitors. There is currently not even a traffic light at Four Winds and you regularly have people making U-turns at the turn to Four Winds going north on Keele. Traffic is a zoo at times! Pedestrians already jaywalk. A wrongly placed dropoff could also lead to more jaywalking and hence accidents with pedestrians.

Furthermore, there are several hundred apartments that empty onto Keele via Murray Ross and 600 homes that will all be occupied by the time you set up shop. They are another reason to have the terminal use Tangiers. Did you know that when Bramalea had bought the York lands which are now being developed by Tribute, that the Four Winds community had negotiated for Tangiers to be extended and Murray Ross to meet it so that the Keele/Finch corner would not be further compromised? That was a decade ago or more. Now, as we have had to experience the continued increase in traffic, we are only more aware of the problems a wrongly placed facility will bring to the area. It would be possible to have a bus or dropoff exit going north on Keele at

Murray Ross, but certainly not south.

I think this is it for now from me. Thank you for the opportunity to be heard.

[REDACTED]

.....
This email may contain confidential material.
If you were not an intended recipient,
please notify the sender and delete all copies.
We may monitor email to and from our network.
.....

CLOSED Case # 647 DATE CLOSED: 6/20/2005 2:16:06 PM

Company Name: Department:

Title: First Name: [REDACTED] Last Name: [REDACTED] Position:

Address:

City: Province/State: ON Country: Canada Postal/Zip Code:

Home Phone #: Office Phone #

Cell #: Pager #

Fax #

Email: [REDACTED]

Project: SPADINA Contract:

Received By: EMAIL Preferred Communication: EMAIL

Date Received: 07-JUN-05 Time Received: 10:05 a.m.

Responsibility: TTC Action Required: Y

Potential Claim: Type of Concern: ADD TO MAILING LIST, SUGGESTION/COMMENT

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
6/15/2005 12:58:43 PM	ZZAID	OPEN				
Action Description						
<p>Re: Subway Extension to York University The extension of the TTC subway system to York University is a long overdue major improvement to the City of Toronto's transportation system, especially its transit network. This growth is vital to the continued development of our metropolis, as it will provide a rapid transit link to York University and the north-west sector of the city as well as an inter-connection with the Bradford GO Train line. The earlier stage of the Environmental Assessment has identified alignments that are optimal in terms of the identified design criteria and should therefore be supported. One additional consideration might be the renaming of the subway line currently known as the "Spadina Subway Line" to the "University Subway Line", in recognition that it will finally link York University and University of Toronto directly, and will also connect these two academic institutions to Ryerson University. Coincidentally, this subway route runs under University Avenue a greater distance than it does under Spadina Avenue. The original name of this subway line reflects its history and heritage as the replacement for the ill-fated and largely forgotten Spadina Expressway. This is therefore the opportune time to break from the past and connect to a far brighter future with a name that is both more accurate and relevant, the new and immensely improved TTC "University Subway Line" [REDACTED]</p>						
6/15/2005 12:59:05 PM	ZZAID	CLOSE			6/15/2005	CASE 647 [REDACTED].RTF
Action Description						
Response sent June 15/05.						
6/20/2005 2:14:30 PM	ZZAID	RE-OPEN				
Action Description						

Case re-opened						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
6/20/2005 2:16:06 PM	ZZAID	CLOSE			6/20/2005	CASE 647A [REDACTED].RTF
Action Description						
Requested to be added to mailing list.						

Subway EA

From: Subway EA
 Sent: Wednesday, June 15, 2005 12:57 PM
 To: [REDACTED]
 Subject: RE: Subway Extension to York University

Thank you for your suggestion about renaming the Spadina Subway portion of the Yonge-University-Spadina Subway to the University Subway. Your suggestion is a good one, and is one that we have considered in the past. A final decision on renaming the subway would be made when the subway extension is built. Among the issues we will consider when making a final decision is the cost of changing signage, maps, and other documentation throughout our system. Implementing the subway name change at the same time as the possible future subway extension would certainly reduce the cost of such a change.

Are you interested in being added to our confidential project mailing list that will be used only to notify you of project progress and events? If so, please respond back to this e-mail and let us know!

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

From: [REDACTED]
 Sent: Tuesday, June 07, 2005 10:03 AM
 To: Subway EA
 Subject: Subway Extension to York University

The extension of the TTC subway system to York University is a long overdue major improvement to the City of Toronto's transportation system, especially its transit network. This growth is vital to the continued development of our metropolis, as it will provide a rapid transit link to York University and the north-west sector of the city as well as an inter-connection with the Bradford GO Train line. The earlier stage of the Environmental Assessment has identified alignments that are optimal in terms of the identified design criteria and should therefore be supported. One additional consideration might be the renaming of the subway line currently known as the "Spadina Subway Line" to the "University Subway Line", in recognition that it will finally link York University and University of Toronto directly, and will also connect these two academic institutions to Ryerson University. Coincidentally, this subway route runs under University Avenue a greater distance than it does under Spadina Avenue. The original name of this subway line reflects its history and heritage as the replacement for the ill-fated and largely forgotten Spadina Expressway. This is therefore the opportune time to break from the past and connect to a far brighter future with a name that is both more accurate and relevant, the new and immensely improved TTC "University Subway Line".

[REDACTED]

CLOSED Case # 648 DATE CLOSED: 6/16/2005 10:51:14 AM

Company Name: Department:
 Title: First Name: [REDACTED] Last Name: [REDACTED] Position:
 Address:
 City: Province/State: ON Country: Canada Postal/Zip Code:
 Home Phone # Office Phone # [REDACTED]
 Cell # Pager #
 Fax #
 Email: [REDACTED]
 Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 19-MAY-05 Time Received: 9:13 p.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: Type of Concern: SUGGESTION/COMMENT

Date	Logis ID	Action ID	Forward To	Due Date	Completion Date	Attachment
6/16/2005 10:50:25 AM	ZZAID	OPEN				
Action Description						
Re: The Spadina Extension To Whom It May Concern: I have just found the site for the Spadina extension and I will admit that this seems to be a very good plan. The only concern that I have is the last station on Steeles. I was wondering if it would be possible to somehow move the station from its proposed location to closer to the Jane and Steeles location. This would enable both the Jane bus to service the station as well as the Steeles West bus as well. Also, it might be easier for the YRT system to access this location as well. Please feel free to contact me at the above e-mail address or [REDACTED] Thank you very much						
6/16/2005 10:51:14 AM	ZZAID	CLOSE			6/16/2005	CASE 648 [REDACTED].RTE
Action Description						
S. Rice replied directly.						

Subway EA

From: Rice, Stephanie
Sent: Thursday, June 16, 2005 9:59 AM
To: Subway EA
Subject: FW: The Spadina Extension

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

From: Rice, Stephanie **On Behalf Of** Subway EA
Sent: Monday, June 13, 2005 4:40 PM
To: Rice, Stephanie
Subject: FW: The Spadina Extension

Thanks for your email.

Proposed Location of Steeles West Station

The proposed Steeles West Station will be located about half way between Jane and Keele. Because Steeles West will be the terminal station for the extension of the Spadina Subway, we need space for a major bus terminal as well as commuter parking. At the proposed station location offers ample land for these commuter facilities on lands already acquired by York Region for the future bus terminal (immediately north of North-West Gate) and the Steeles Hydro (for commuter parking).

The proposed location of Steeles West Station is also ideally situated between a central location on the York University campus (proposed location of York University Station) and the future Vaughan Corporate Centre site at Jane and Highway 7. Two important objectives of the Project are to serve the University and to protect for a further extension of the subway in the long term to Vaughan Corporate Centre.

Jane/Steeles Station

Due to the need to preserve Black Creek Pioneer Village, there is limited space available for a terminal subway station at Steeles. In addition, due to the need to minimise curves on the subway alignment (for the safe and fast operation of the subway trains), the curve would be too tight to provide a station at the centre of the York U campus, Jane/Steeles and Jane/Highway 7.

Preliminary plans have been developed for the feeder bus network. The 35 - Jane bus services are planned to connect to the proposed Steeles West Station. Therefore passengers using this service would have convenient access to Steeles West Station. As well a new east-west road is planned from Jane Street through the Hydro corridor to provide YRT buses with fast access to the Steeles West Station, while avoiding traffic congestions at Jane and Steeles.

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

From: [REDACTED]
Sent: Thursday, May 19, 2005 9:13 PM
To: Subway EA
Subject: The Spadina Extension

To Whom It May Concern:

I have just found the site for the Spadina extension and I will admit that this seems to be a very good plan. The only concern that I have is the last station on Steeles.

I was wondering if it would be possible to somehow move the station from its proposed location to closer to the Jane and Steeles location. This would enable both the Jane bus to service the station as well as the Steeles West bus as well. Also, it might be easier for the YRT system to access this location as well. Please feel free to contact me at the above e mail address

or

or

Thank you very much

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<http://us.rd.yahoo.com/mynavbar/sethp?http://www.yahoo.com/ifs?>

CLOSED Case # 649 DATE CLOSED: 6/16/2005 10:59:13 AM

Company Name: Department:
 Title: First Name: [REDACTED] Last Name: [REDACTED] Position:
 Address:
 City: Province/State: ON Country: Canada Postal/Zip Code:
 Home Phone # Office Phone #
 Cell # Pager #
 Fax #
 Email: [REDACTED]
 Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 19-MAY-05 Time Received: 8:57 a.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: Type of Concern: SUGGESTION/COMMENT

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
6/16/2005 10:57:40 AM	ZZAID	OPEN				
Action Description						
Re: spadina extension Hello, I think that we should also consider at least one more route, so people can see what the alternatives are. For example many people would love to see the subway being extended to Dufferin & Steeles, or even further to Promenade Mall. I am sure that there is a way to work it out with the city of Vaughn. I do understand that there are many factors influencing construction and think that any subway extension will be very beneficial for GTA - we have to admit: we are way behind in this area.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
6/16/2005 10:59:13 AM	ZZAID	CLOSE			6/16/2005	CASE 649 [REDACTED].RTF
Action Description						
Response sent June 16/05.						

Subway EA

From: Subway EA
 Sent: Thursday, June 16, 2005 10:56 AM
 To: [REDACTED]
 Subject: RE: spadina extension

Thank you for your interest in the Spadina Subway Extension Environmental Assessment Study.

The objectives of the Spadina Subway Extension are to provide subway service to York University and a new inter-regional transit terminal at Steeles Avenue West (between Keele and Jane). We also need to protect for a longer term extension of the Spadina Subway to the future Vaughan Corporate Centre at Jane and Highway.

Therefore, it is not possible to serve both these locations and Dufferin/Steeles. If in the long term, we connect the Spadina Subway with the Yonge Subway (possibly via Highway 7/Centre Street), we would consider the costs and benefits of providing a station at the Promenade Mall.

Thank you again for your e-mail. Are you interested in being added to our confidential project mailing list that will be used only to notify you of project progress and events? If so, please respond back to this e-mail and let us know.

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

From: [REDACTED]
 Sent: Thursday, May 19, 2005 8:57 AM
 To: Subway EA
 Subject: spadina extension

Hello,

I think that we should also consider at least one more route, so people can see what the alternatives are. For example many people would love to see the subway being extended to Dufferin & Steeles, or even further to Promenade Mall. I am sure that there is a way to work it out with the city of Vaughn.

I do understand that there are many factors influencing construction and think that any subway extension will be very beneficial for GTA - we have to admit: we are way behind in this area.

CLOSED Case # 653 DATE CLOSED: 7/28/2005 4:37:12 PM

Company Name: Department:
 Title: First Name: [REDACTED] Last Name: [REDACTED] Position:
 Address:
 City: Province/State: Country: Postal/Zip Code:
 Home Phone # Office Phone #
 Cell # Pager #
 Fax #
 Email: [REDACTED]
 Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 05-JUL-05 Time Received: 11:14 p.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
7/7/2005 9:08:03 AM	ZZAID	OPEN				
Action Description						
Re: (No subject) I was looking up on the Spadina Extension Project when I stumbled upon another extension project about the Sheppard line. My question is why not work on it now if the EA approves with the subway alignment? wouldn't it be better if you built it now? I've personally seen how bad the traffic is when it's afternoon rush. I could only imagine it getting worst over the next 10 years. Please reply by e-mail to [REDACTED]						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
7/7/2005 9:09:25 AM	ZZAID	FRWD_TO	SRJCE	7/15/2005		
Action Description						
Forwarded to S. Rice for draft reply.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
7/28/2005 4:37:12 PM	ZZAID	CLOSE			7/28/2005	[REDACTED]
Action Description						
Response sent July 28/05.						

Subway EA

From: Subway EA
 Sent: Thursday, July 28, 2005 4:34 PM
 To: [REDACTED]
 Subject: RE:

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study.

As you have noted, the original Environmental Assessment approval for the extension of the Sheppard Subway remains in effect. This project, along with the Spadina Subway Extension, was identified as a high priority for implementation in the 2001 Rapid Transit Expansion Study. However, at this time, there is only funding for the new Environmental Assessment for the Spadina Subway Extension, which is currently underway. However, no funding for design or construction of either the Sheppard or Spadina Subway Extensions is available at this time.

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

From: [REDACTED]
 Sent: Tuesday, July 05, 2005 11:14 PM
 To: Subway EA
 Subject:

I was looking up on the Spadina Extension Project when I stumbled upon another extension project about the Sheppard line. My question is why not work on it now if the EA approves with the subway alignment? wouldn't it be better if you built it now? I've personally seen how bad the traffic is when it's afternoon rush. I could only imagine it getting worst over the next 10 years. Please reply by e-mail to [REDACTED]

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CLOSED Case # 964 DATE CLOSED: 10/20/2005 6:31:57 PM

Company Name: Department:

Title: First Name: [REDACTED] Last Name: [REDACTED] Position:

Address:

City: Province/State: ON Country: Canada Postal/Zip Code:

Home Phone #: Office Phone #

Cell #: Pager #

Fax #

Email: [REDACTED]

Project: SPADINA Contract:

Received By: EMAIL Preferred Communication: EMAIL

Date Received: 15-SEP-05 Time Received: 7:58 p.m.

Responsibility: TTC Action Required: Y

Potential Claim: Type of Concern: ADD TO MAILING LIST, GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
10/14/2005 3:16:53 PM	ZZAID	OPEN				
Action Description						
Re: Comments hi there, i think that it is a great idea to extend the spadina subway north, as is the yonge subway. if possible, it would be great to bring the sheppard subway over to the spadina and connect it. then the young-university-spadina line would be fully connected east-west with the bloor line in the south and the sheppard line in the north. sincerely [REDACTED]						
10/14/2005 3:17:19 PM	ZZAID	FRWD_TO	SRUCE	10/21/2005		
Action Description						
Forwarded to S. Rice for draft reply.						
10/18/2005 12:15:23 PM	ZZAID	CLOSE			10/18/2005	CASE 964 [REDACTED]
Action Description						
Response sent Oct. 18/05.						
10/20/2005 6:30:38 PM	ZZAID	RE-OPEN				
Action Description						

Case re-opened						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
10/20/2005 6:31:57 PM	ZZAID	CLOSE			10/20/2005	CASE 964 [REDACTED]
Action Description						
Requested to be added to mailing list. Acknowledgement sent October 20/05.						

Subway EA

From: Subway EA
Sent: Thursday, October 20, 2005 6:29 PM
To: [REDACTED]
Subject: RE: comments

Thank you for your e-mail. As requested, you have been added to our confidential project e-mail list.

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

From: [REDACTED]
Sent: Tuesday, October 18, 2005 12:40 PM
To: Subway EA
Subject: RE: comments

sure, i would be interested.

--- Subway_EA@tcc.ca wrote:

- > Thank you very much for your interest in the
- > Spadina Subway Extension Environmental Assessment
- > Study. Our apologies for the delay in responding.
- >
- > With regard to your suggestion of extending the
- > Sheppard Subway west to connect to the Spadina line,
- > we'd like to advise the following:
- >
- > 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 identified the Spadina Subway
- > extension to York U/Steeles and Sheppard Subway
- > extension from Don Mills to Scarborough Town Centre
- > as TTC's highest priorities for rapid transit
- > expansion. The study also analysed a westerly
- > extension of Sheppard Subway (Sheppard-Yonge Station
- > to Downsview Station). The west extension of the
- > Sheppard Subway ranked very poorly in comparison to
- > other rapid transit project and was eliminated from
- > further consideration for the following reasons:
- > * Only one additional station is possible (at
- > Bathurst) and this station has only limited
- > development potential.
- > * Population and employment growth in the corridor
- > to 2021 is expected to be low.
- > * Densities in the area are projected to be below
- > the threshold for implementation of rapid transit in
- > 2021.
- > * The high capital cost of such an extension
- > (estimated at \$830 million in 1999 dollars) is not
- > matched by high ridership or re-development
- > potential.
- >

- > Are you interested in being added to our
- > confidential project mailing list that will be used
- > only to notify you of project progress and events?
- > If so, please respond back to this e-mail.

> We thank you for your support.

> -----Original Message-----

> From: [REDACTED]
> Sent: Thursday, September 15, 2005 7:58 PM
> To: Subway EA
> Subject: comments

> hi there,

- > I think that it is a great idea to extend the
- > Spadina subway north, as is the Yonge subway.
- >
- > If possible, it would be great to bring the
- > Sheppard subway over to the Spadina and connect it.
- >
- > then the young-university-spadina line would be
- > fully connected east-west with the Bloor line in the
- > south and the Sheppard line in the north.

> sincerely,

> [REDACTED]

- >
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- > person or entity to which it is addressed and may
- > contain confidential and/or privileged material.
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- >

CLOSED Case # 966 DATE CLOSED: 10/18/2005 12:36:27 PM

Company Name: Department: Title: First Name: Last Name: Position: Address: City: Province/State: ON Country: Canada Postal/Zip Code: Home Phone # Office Phone # Cell # Pager # Fax # Email: Project: SPADINA Contract: Received By: EMAIL Preferred Communication: EMAIL Date Received: 23-SEP-05 Time Received: 4:10 P.M. Responsibility: TTC Action Required: Y Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
10/14/2005 3:30:51 PM	ZZAID	OPEN				
Action Description						
RE: Spadina subway extension Prior to commenting on the EA, I have a general observation: When (if) the subway is built, you should consider renaming the existing Downsview Station as Sheppard West, and the proposed Sheppard West would be named Downsview or Downsview Park, as it will be the closest point of subway access to the Downsview Park. In fact it would be historically more accurate, because historically Downsview was associated with Keele St near Wilson Avenue.						
Action Description						
Forwarded to S. Rice for draft reply.						
Action Description						
Forwarded to S. Rice for draft reply.						
Action Description						
S. Rice advised she will respond directly.						

CLOSED Case # 967 DATE CLOSED: 10/18/2005 12:20:58 PM

Company Name: Department: Title: First Name: Last Name: Position: Address: City: Province/State: ON Country: Canada Postal/Zip Code: Home Phone # Office Phone # Cell # Pager # Fax # Email: Project: SPADINA Contract: Received By: EMAIL Preferred Communication: EMAIL Date Received: 25-SEP-05 Time Received: Responsibility: TTC Action Required: Y Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
10/14/2005 3:39:07 PM	ZZAID	OPEN				
Action Description						
The lines for the bus at York are longer than ever! Thanks for moving this subway (and bus lanes) forward! Thanks [REDACTED] S Where on campus would the stop be?						
Action Description						
Forwarded to S. Rice for draft reply.						
Action Description						
Forwarded to S. Rice for draft reply.						
Action Description						
Response sent October 18/05.						

Subway EA

From: Subway EA
 Sent: Tuesday, October 18, 2005 12:20 PM
 To: [REDACTED]
 Subject: RE: Yeah to subway at York

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study. Our apologies for the delay in responding.

With regard to the proposed location of the York University Station, please click on the link below:
http://www.toronto.ca/ttc/spadina_extension/images/PCC3_September_30.pdf (Page 24 of 36).

We appreciate your support.

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

From: [REDACTED]
 Sent: Sunday, September 25, 2005 10:46 AM
 To: Subway EA
 Subject: Yeah to subway at York

The lines for the bus at York are longer than ever!
 Thanks for moving this subway (and bus lanes) forward!

Thanks [REDACTED]

PS Where on campus would the stop be?

Untitled Document

Page 1 of 1

CLOSED Case # 968 DATE CLOSED: 10/24/2005 1:02:46 PM

Company Name: Department:
 Title: First Name: [REDACTED] Last Name: [REDACTED] Position:
 Address:
 City: Province/State: ON Country: Canada Postal/Zip Code:
 Home Phone #: Office Phone #
 Cell #: Pager #
 Fax #
 Email: [REDACTED]
 Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 27-SEP-05 Time Received: 9:01 a.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
10/14/2005 3:43:10 PM	ZZAID	OPEN				
Action Description						
Re: Spadina Subway Extension Hello, Recently, I received a newsletter concerning the extension of Spadina line to York University. It would appear to me that last stop on the proposed line, i.e., Steeles West station would be of very little use to commuters. In my opinion, the new subway line should turn eastward on Steeles ave. and the next stop after York University should be on Dufferin St. on Steeles ave. The community at Dufferin and Steeles ave is developing very fast and I would think that in the next 2-5 years, there would be a great need for rapid transportation in this area. [REDACTED]						
Action Description						
Forwarded to S. Rice for draft response.						
Action Description						
10/24/2005 1:02:46 PM	ZZAID	CLOSE			10/24/2005	CASE 968 [REDACTED].KTE
Action Description						
Response sent October 24/05.						

<http://pcts.prod.ttc/incidentAction.asp?case=968>

01/02/2006

Subway EA

From: Subway EA
 Sent: Monday, October 24, 2005 1:02 PM
 To: [REDACTED]
 Subject: RE: Spadina Subway Extension

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study. We apologize for the delay in responding.

With regard to your comment, we wish to advise the following:

- that Steeles West Station is planned as a inter-regional transit gateway which will accommodate TTC, York Region Transit, Brampton Transit, GO Transit bus routes as well as a major commuter parking lot and passenger pick-up and drop-off facility;
- the need for an extension of the subway to the east on Steeles was analysed during the 2001 Rapid Transit Expansion Study and was not recommended; and
- this study is available on our web site

http://www.toronto.ca/ttc/spadina_extension/images/RapidTransitExpansionStudy2001.pdf

Thank you again for your e-mail.

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

From: [REDACTED]
 Sent: Tuesday, September 27, 2005 9:01 AM
 To: Subway EA
 Subject: Spadina Subway Extension

Hello,

Recently, I received a newsletter concerning the extension of Spadina line to York University. It would appear to me that last stop on the proposed line, i.e., Steeles West station would be of very little use to commuters. In my opinion, the new subway line should turn eastward on Steeles ave. and the next stop after York University should be on Dufferin St. on Steeles ave.

The community at Dufferin and Steele save is developing very fast and I would think that in the next 2-5 years, there would be a great need for rapid transportation in this area.

[REDACTED]

Untitled Document

Page 1 of 1

CLOSED Case # 970 DATE CLOSED: 10/18/2005 12:24:33 PM

Company Name: Department:
 Title: First Name: [REDACTED] Last Name: [REDACTED] Position:
 Address:
 City: Province/State: ON Country: Canada Postal/Zip Code:
 Home Phone #: Office Phone #
 Cell #: Pager #
 Fax #
 Email: [REDACTED]
 Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 27-SEP-05 Time Received: 8:19 p.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
10/14/2005 3:48:21 PM	ZZAID	OPEN				
Action Description						
Hello, I have read your newsletter--spadina subway extension--very informative. Regarding the Finch West Station--will the pedestrian entrance be located on the South-East corner? The south -east corner is currently vacant. There isn't a lot of room on the other 3 corners. Is a final decision been made on this pedestrian location? Please let me know. Thanks [REDACTED]						
10/14/2005 3:48:44 PM	ZZAID	FRWD_TO	SRICE	10/21/2005		
Action Description						
Forwarded to S. Rice for draft response.						
10/18/2005 12:24:33 PM	ZZAID	CLOSE			10/18/2005	CASE 970 [REDACTED]
Action Description						
S. Rice responded directly on Oct. 4/05.						

<http://pcts.prod.ito/incidentAction.asp?case=970>

01/02/2006

Subway EA

From: Rice, Stephanie
Sent: Monday, October 17, 2005 8:42 AM
To: Subway EA
Subject: FW: Case 970

Here's the response to Case 970 - he also emailed direct to me.

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

From: Rice, Stephanie
Sent: Tuesday, October 04, 2005 5:25 PM
To: [REDACTED]
Subject: RE:

Hi [REDACTED] We are proposing entrances on the north-east, north-west and south-west corners, as shown on page 24 of the open house panels.

http://www.toronto.ca/ttc/spadina_extension/images/PCC3_September_30.pdf

Stephanie

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

From: [REDACTED]
Sent: Tuesday, September 27, 2005 9:24 PM
To: Rice, Stephanie
Subject:

Hello, Ms. Rice.

I have read your newsletter-spadina subway extension--very informative.

Regarding the Finch West Station--will the pedestrian entrance be located on the South-East corner?

The south-east corner is currently vacant.

There isn't a lot of room on the other 3 corners.

Is a final decision been made on this pedestrian location?

Please let me know.

Untitled Document

Page 1 of 1

CLOSED Case # 972 DATE CLOSED: 10/20/2005 5:20:48 PM

Company Name: Department: Title: First Name: [REDACTED] Last Name: [REDACTED] Position:

Address: City: Province/State: ON Country: Canada Postal/Zip Code:

Home Phone # Office Phone #
Cell # Pager #
Fax #

Email: [REDACTED]

Project: SPADINA Contract:
Received By: EMAIL Preferred Communication: EMAIL
Date Received: 03-OCT-05 Time Received: 9:12 a.m.
Responsibility: TTC Action Required: Y
Potential Claim: Type of Concern: SUGGESTION/COMMENT

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
10/20/2005 5:20:23 PM	ZZAID	OPEN				
Action Description						
Re: preferred route Dear TTC, Your selection of the preferred route for the extension of the Spadina line to York and to Steeles West is excellent. Including the link at Downsview Park to the GO line is very wise and the placement of the stations right at Keele and Finch and at the University Commons will produce the greatest increase in ridership. Too bad I'll be retired from York by the time this gets built. Best regards, [REDACTED]						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
10/20/2005 5:20:48 PM	ZZAID	CLOSE			10/20/2005	CASE 971: [REDACTED]
Action Description						
Response sent October 20/05.						

<http://pcts.prod.ttc/incidentAction.asp?case=972>

01/02/2006

Subway EA

From: Subway EA
Sent: Thursday, October 20, 2005 5:18 PM
To: [REDACTED]
Subject: RE: preferred route

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study. We appreciate your support.

Are you interested in being added to our confidential project e-mail list that will be used to notify you of project progress or events? If so, please respond back to this e-mail.

Thank you again for your e-mail.

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

From: [REDACTED]
Sent: Monday, October 03, 2005 9:12 AM
To: Subway EA
Subject: preferred route

Dear TTC,

Your selection of the preferred route for the extension of the Spadina line to York and to Steeles West is excellent. Including the link at Downsview Park to the GO line is very wise and the placement of the stations right at Keele and Finch and at the University Commons will produce the greatest increase in ridership. Too bad I'll be retired from York by the time this gets built. Best regards,

[REDACTED]

Untitled Document

Page 1 of 2

CLOSED Case # 973 DATE CLOSED: 10/20/2005 6:02:40 PM

Company Name: Department:
 Title: First Name: [REDACTED] Last Name: [REDACTED] Position:
 Address:
 City: Province/State: ON Country: Canada Postal/Zip Code:
 Home Phone # Office Phone #
 Cell # Pager #
 Fax #
 Email: [REDACTED]
 Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 04-OCT-05 Time Received: 10:44 a.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: Type of Concern: SUGGESTION/COMMENT

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
10/20/2005 5:45:27 PM	ZZAID	OPEN				
Action Description						
<p>RE: TTC - living up to your promise as "the better way". I'm writing as a concerned past user of the TTC. I live in Etobicoke (Rathburn & Islington), and have travelled the subway & GO on & off for over 25 years. We've always chosen to live close to TTC access (I actually lived on the Anglesey bus route for 19 years, which is now called the Rathburn route). Our two kids ride the TTC and as a result can be both independent teenagers and environmentally conscious. These are advantages and requirements of being good urban citizens. I drive to York in 1/2 hr (Islington/401/400/Steeles), but tried the subway, which took 1 & 1/2 hrs (testing out Islington / Bloor / Jane and the Spadina line / York express bus from Downsview). I know that it is an expensive undertaking to invest in expanding the subway line, but we need visionary leaders to ensure the GTA is truly world class and you really need to address the lack of efficient public transit to York. I'm already paying the equivalent of a TTC pass for parking. It's roughly twice to three times as expensive to drive, but it's also twice to three times as convenient to drive without a subway to York. My car gas bill would drop likely by another \$150 / month if there was an alternative public transit solution since I'm paying about \$250 per month in gas now to drive a 6 cylinder vehicle. I just don't understand how there isn't already a subway to York, since there are 50,000 students that come here daily, plus 7,000 additional faculty and staff. Just check out the traffic patterns and congestion on a daily basis! Plus there are a lot of visitors, both students, parents, our research partners and guest lecturers. The great majority currently drive. I really believe that a secondary education should be accessible to all that can make the grade, but the cost of transportation makes it prohibitive to many. As a marketer, you have a challenge to keep older affluent riders in the user group, because many of us were TTC riders but as the job demographics shift, you have to keep up. Past users are probably your best targets since we already have heard for the TTC. This is supposed to be a world class city, but until there is a subway to York, and one that links to other public transit systems where the GTA growth is coming from (e.g. North York, Mississauga, Ajax/Pickering) and to the airport (another pet peeve of mine), people will continue to believe there is a better way than the TTC. I hope there is someone out there listening. You CAN live up to your promise as "the better way".</p>						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
10/20/2005 5:45:58 PM	ZZAID	FRWD_TO	SRJCE	10/27/2005		

<http://pcts.prod.ttc/incidentAction.asp?case=973>

01/02/2006

Action Description						
Forwarded to S. Rice for draft response.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
10/20/2005 6:02:40 PM	ZZAID	CLOSE			10/20/2005	CASE 973 [REDACTED].TIF
Action Description						
Response sent October 20/05.						

Subway EA

From: Subway EA
 Sent: Thursday, October 20, 2005 6:00 PM
 To: [REDACTED]
 Subject: RE: TTC - living up to your promise as "the better way".

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study. We apologize for the delay in responding.

The Spadina Subway Extension to York University is one of the TTC's two highest priorities for rapid transit expansion (the Sheppard Subway extension from Don Mills to Scarborough is the other one). At present, funding has only been committed for (and we are proceeding with) the Environmental Assessment Study for the Spadina Subway Extension. We are looking at ways to expedite the Extension Project. However, the development of definitive timelines is affected by legal, technical and financing requirements.

Thank you again for your comments.

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

From: [REDACTED]
 Sent: Tuesday, October 04, 2005 10:44 AM
 To: Subway EA
 Subject: TTC - living up to your promise as "the better way".

I'm writing as a concerned past user of the TTC. I live in Etobicoke (Rathburn & Islington), and have travelled the subway & GO on & off for over 25 years. We've always chosen to live close to TTC access (I actually lived on the Anglesey bus route for 19 years, which is now called the Rathburn route). Our two kids ride the TTC and as a result can be both independent teenagers and environmentally conscious. These are advantages and requirements of being good urban citizens.

I drive to York in 1/2 hr (Islington/401/400/Steeles), but tried the subway, which took 1 & 1/2 hrs (testing out Islington / Bloor / Jane and the Spadina line / York express bus from Downsview). I know that it is an expensive undertaking to invest in expanding the subway line, but we need visionary leaders to ensure the GTA is truly world class and you really need to address the lack of efficient public transit to York.

I'm already paying the equivalent of a TTC pass for parking. It's roughly twice to three times as expensive to drive, but it's also twice to three times as convenient to drive without a subway to York. My car gas bill would drop likely by another \$150 / month if there was an alternative public transit solution since I'm paying about \$250 per month in gas now to drive a 6 cylinder vehicle.

I just don't understand how there isn't already a subway to York, since there are 50,000 students that come here daily, plus 7,000 additional faculty and staff. Just check out the traffic patterns and congestion on a daily basis! Plus there are a lot of visitors, both students, parents, our research partners and guest lecturers. The great majority currently drive. I really believe that a secondary education should be accessible to all that can make the grade, but the cost of transportation makes it prohibitive to many. As a marketer, you have a challenge to keep older affluent riders in the user group, because many of us were TTC riders but as the job demographics shift, you have to keep up. Past users are probably your best targets since we already have heart for the TTC.

This is supposed to be a world class city, but until there is a subway to York, and one that links to other public transit systems where the GTA growth is coming from (e.g. North York, Mississauga, Ajax/Pickering) and to the airport (another pet peeve of mine), people will continue to believe there is a better way than the TTC.

I hope there is someone out there listening. You CAN live up to your promise as 'the better way'.

CLOSED Case # 975 DATE CLOSED: 10/24/2005 12:42:15 PM

Company Name: Department: [REDACTED]

Title: First Name: [REDACTED] Last Name: [REDACTED] Position: [REDACTED]

Address: [REDACTED]

City: Province/State: ON Country: Canada Postal/Zip Code: [REDACTED]

Home Phone # [REDACTED] Office Phone # [REDACTED]

Cell # [REDACTED] Pager # [REDACTED]

Fax # [REDACTED]

Email: [REDACTED]

Project: SPADINA Contract: [REDACTED]

Received By: EMAIL Preferred Communication: EMAIL

Date Received: 04-OCT-05 Time Received: 8:59 p.m.

Responsibility: TTC Action Required: Y

Potential Claim: [REDACTED] Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
10/20/2005 5:52:24 PM	ZZAID	OPEN				
Action Description						
RE: Hi there, I would like to request for some information. Hi! there, I would like to request for some information. I just looked through your proposal of the spadina subway extension and found it very compelling. The information and the data generated really strengthen your proposal and report. I am a third year student at university of Ryerson in architectural sciences - currently I am working on a project to analyze and propose a plan for the surrounding areas of Etobicoke civic center. Our team is working on a proposal to bring in a skytrain along the highway 427. It seems very unlikely but it is an exercise to generate interesting infrastructures that bring in density to areas that seem to need it. My question to you is in regard to your finding of how many people take the buses around the vicinity of your proposed plan. I've tried looking for information on it but never found anything. It would be of a great help to know where to find these info. Thank you once again and I did enjoy looking through your information. Good day, [REDACTED]						
Action Description						
Forwarded to S. Rice for draft response.						
Action Description						
10/24/2005 12:42:15 PM	ZZAID	CLOSE			10/24/2005	CASE 975 [REDACTED].JIF
Action Description						
Response sent Oct. 24/05.						

Subway EA

From: Subway EA
Sent: Monday, October 24, 2005 12:41 PM
To: [REDACTED]
Subject: RE: Hi there. I would like to request for some information.

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study.

With regard to your inquiry, we wish to advise that forecasts of bus ridership in the vicinity of the proposed subway stations will be provided in the final Environmental Assessment Report, which is expected to be available in early 2006.
 A downloadable version of the report will be posted on TTC web site at that time (log onto www.ttc.ca and click on Spadina Subway Extension).

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

From: [REDACTED]
Sent: Tuesday, October 04, 2005 8:39 PM
To: Subway EA
Subject: Hi there. I would like to request for some information.

Hi there.

I would like to request for some information. I just looked through your proposal of the spadina subway extension and found it very compelling. The information and the data generated really strengthen your proposal and report. I am a third year student at university of Ryerson in architectural sciences - currently I am working on a project to analyze and propose a plan for the surrounding areas of Eglinton civic center. Our team is working on a proposal to bring in a skytrain along the highway 427. It seems very unlikely but it is an exercise to generate interesting infrastructures that bring in density to areas that seem to need it. My question to you is in regard to your finding of how many people take the buses around the vicinity of your proposed plan. I've tried looking for information on it but never found anything. It would be of a great help to know where to find these info.

Thank you once again and I did enjoy looking through your information.

Good day,

[REDACTED]

CLOSED Case # 977 DATE CLOSED: 10/24/2005 12:48:10 PM

Company Name: Department: Title: First Name: [REDACTED] Last Name: [REDACTED] Position: Address: City: Province/State: ON Country: Canada Postal/Zip Code: Home Phone # Office Phone # Cell # Pager # Fax # Email: [REDACTED] Project: SPADINA Contract: Received By: EMAIL Preferred Communication: EMAIL Date Received: 06-OCT-05 Time Received: 4:49 p.m. Responsibility: TTC Action Required: Y Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
10/20/2005 6:04:58 PM	ZZAID	OPEN				
Action Description						
Re: Spadina Subway Extension EA Dear Sir/Madam: Are any road improvements to Keele Street, e.g., road widening, being planned by the City of Toronto in conjunction with the subway route along this corridor [REDACTED]						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
10/20/2005 6:05:21 PM	ZZAID	FRWD_TO	SRICE	10/27/2005		
Action Description						
Forwarded to S. Rice for draft reply.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
10/24/2005 12:48:10 PM	ZZAID	CLOSE			10/24/2005	CASE 977 [REDACTED].RTF
Action Description						
Response sent October 24/05.						

Subway EA

From: Subway EA
 Sent: Monday, October 24, 2005 12:47 PM
 To: [REDACTED]
 Subject: RE: Spadina Subway Extension EA

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study. We apologize for the delay in responding.

With regard to your inquiry, we wish to advise the following:

- one of the objectives of the subway extension is to attract auto users to public transit by providing fast, convenient and reliable transit service in the corridor, including the north section of Keele Street
- therefore, no road widenings are currently planned for the Keele Street corridor
- during the design of the subway extension, detailed studies will be conducted to determine what road improvements are required in the vicinity of the proposed subway stations - normally road and traffic signal improvements are implemented to provide convenient access for buses and autos using commuter parking lots/passenger pick-up and drop-off facilities

Thank you again for your e-mail.

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

From: [REDACTED]
 Sent: Thursday, October 06, 2005 4:49 PM
 To: Subway EA
 Subject: Spadina Subway Extension EA

Dear Sir/Madam:

Are any road improvements to Keele Street, e.g., road widening, being planned by the City of Toronto in conjunction with the subway route along this corridor?

[REDACTED]

Untitled Document

Page 1 of 1

CLOSED Case # 980 DATE CLOSED: 10/24/2005 1:05:31 PM

Company Name: Department: Title: First Name: [REDACTED] Last Name: [REDACTED] Position: Address: City: Province/State: ON Country: Canada Postal/Zip Code: Home Phone # Office Phone # Cell # Pager # Fax # Email: [REDACTED] Project: SPADINA Contract: Received By: EMAIL Preferred Communication: EMAIL Date Received: 20-OCT-05 Time Received: 10:12 a.m. Responsibility: TTC Action Required: Y Potential Claim: Type of Concern: ADD TO MAILING LIST, GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
10/20/2005 6:44:53 PM	ZZAID	OPEN				
Action Description						
Re: Query: Ministry of Environment decision. Dear Sir or Madam, We are very pleased to see the fast progress and hope that a decision on spadina subway extension via York University is taken at the soonest, as 40,000 students travel to York each day and subway is badly required. Please update me on the following query: 1- We are now only awaiting Ministry of Environment's decision on spadina subway extension by mid 2006? If they say yes, then officially TTC will start the work and expect the service to be ready by when approx? Kind Regards, [REDACTED]						
Action Description						
Forwarded to S. Rice for draft response.						
Action Description						
10/20/2005 6:45:21 PM	ZZAID	FRWD_TO	SRICE	10/27/2005		
Action Description						
10/24/2005 1:05:31 PM	ZZAID	CLOSE			10/24/2005	CASE 980 [REDACTED]
Action Description						
Response sent and reply requested to be added to mailing list.						

Subway EA

From: Subway EA
Sent: Monday, October 24, 2005 1:04 PM
To: [REDACTED]
Subject: RE: Query: Ministry of Environment decision.

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study.

As requested, we have added you to our project mailing list that will be used only to notify you of project progress or events.

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

From: [REDACTED]
Sent: Friday, October 21, 2005 10:59 PM
To: Subway EA
Subject: RE: Query: Ministry of Environment decision.

Yes, please add me to the confidential mailing list.

Thanks,

[REDACTED]

>From: <Subway.EA@ttc.ca>
>To: [REDACTED]
>Subject: RE: Query: Ministry of Environment decision.
>Date: Fri, 21 Oct 2005 17:15:28 -0400

>Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study.

>The Environmental Assessment Study will be submitted to the Ministry of the Environment (MOE) by the end of 2005 or early 2006. We expect to receive the MOE's decision by mid-2006.

>At present, we have not received funding commitment from our funding partners. Once funding is in place, it would take about 7 years to have the Spadina Subway Extension operating.

>Are you interested in being added to our strictly confidential project mailing list that will be used to notify you about Project progress and events? If so, please reply back to this e-mail.

>-----Original Message-----

>From: [REDACTED]
>Sent: Thursday, October 20, 2005 10:12 AM
>To: Subway EA
>Subject: Query: Ministry of Environment decision.

>Dear Sir or Madam,

>We are very pleased to see the fast progress and hope that a decision on Spadina subway extension via York University is taken at the soonest, as

> 40,000 students travel to York each day and subway is badly required.
>
> Please update me on the following query:
>
> 1- We are now only awaiting Ministry of Environment's decision on Spadina subway extension by mid 2006? If they say yes, then officially TTC will start the work and expect the service to be ready by when approx?

> Kind Regards,

> [REDACTED]
> [REDACTED]

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CLOSED Case # 983 DATE CLOSED: 11/3/2005 4:06:54 PM

Company Name: [REDACTED] Department: [REDACTED]

Title: [REDACTED] First Name: [REDACTED] Last Name: [REDACTED] Position: [REDACTED]

Address: [REDACTED]

City: [REDACTED] Province/State: ON Country: Canada Postal/Zip Code: [REDACTED]

Home Phone # [REDACTED] Office Phone # [REDACTED]

Cell # [REDACTED] Pager # [REDACTED]

Fax # [REDACTED]

Email: [REDACTED]

Project: SPADINA Contract: [REDACTED]

Received By: EMAIL Preferred Communication: EMAIL

Date Received: 26-OCT-05 Time Received: 11:06 a.m.

Responsibility: TTC Action Required: Y

Potential Claim: [REDACTED] Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/3/2005 4:06:35 PM	ZZAID	OPEN				
Action Description						
Re: SPADINA SUBWAY EXTENSION We would like to express concern about the proposed subway route in the Sheppard Ave / Dufferin St. area. We are [REDACTED] and may be situated in the proposed right-of-way property expropriation and building demolition. We understand this as advised by a neighbouring company [REDACTED]. We strongly object to this path if this option is chosen, and have the resources to fight such a decision. As an alternative, and to save considerable business disruption, etc. could the subway right-of-way not more closely follow Sheppard Ave. from Downsview Station to the proposed Sheppard West Station? Could the same right-of-way not be placed within Downsview Park? We may be reached as follows: [REDACTED]. We look forward to your reply. Sincerely, [REDACTED]						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/3/2005 4:06:54 PM	ZZAID	CLOSE			11/3/2005	CASE 983 [REDACTED].RTT
Action Description						
Reply sent Nov. 3/05.						

Subway EA

From: Subway EA
 Sent: Thursday, November 03, 2005 3:54 PM
 To: [REDACTED]
 Subject: RE: SPADINA SUBWAY EXTENSION

Thank you very much for your e-mail. We wish to advise you that your property is over 100 metres from the subway alignment and would not be required for the project.

For further information, please refer to our web site at www.ttc.ca - click on Spadina Subway Extension.

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

From: [REDACTED]
 Sent: Wednesday, October 26, 2005 11:06 AM
 To: Subway EA
 Subject: SPADINA SUBWAY EXTENSION

We would like to express concern about the proposed subway route in the Sheppard Ave / Dufferin St. area. We are [REDACTED] and may be situated in the proposed right-of-way property expropriation and building demolition. We understand this as advised by a neighbouring company [REDACTED]. We strongly object to this path if this option is chosen, and have the resources to fight such a decision. As an alternative, and to save considerable business disruption, etc. could the subway right-of-way not more closely follow Sheppard Ave. from Downsview Station to the proposed Sheppard West Station? Could the same right-of-way not be placed within Downsview Park?

We may be reached as follows:

[REDACTED]

We look forward to your reply.

Sincerely, [REDACTED]

Case # 984

Company Name: Department: Title: First Name: Last Name: Position: Address: City: Province/State: ON Country: Canada Postal/Zip Code: Home Phone # Office Phone # Cell # Pager # Fax # Email: Project: SPADINA Contract: Received By: EMAIL Preferred Communication: EMAIL Date Received: 29-OCT-05 Time Received: Responsibility: TTC Action Required: Y Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/3/2005 4:12:15 PM	ZZAID	OPEN				
Action Description						
I hope and pray that the proposed extension of the subway through York University is not going to destroy the 2 significant wood lots, which still harbor wildlife as well as provide other environmental benefits to the community. There is enough land and alternative routes available than to destroy what our beleaguered smog ridden city really needs. Please reply at [redacted] with deep concern [redacted]						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/3/2005 4:13:44 PM	ZZAID	FRWD TO	SRICE	11/10/2005		
Action Description						
Referred to S. Rice for draft reply.						

Case # 985

Company Name: Department: Title: First Name: Last Name: Position: Address: City: Province/State: ON Country: Canada Postal/Zip Code: Home Phone # Office Phone # Cell # Pager # Fax # Email: Project: SHEPPARD Contract: Received By: EMAIL Preferred Communication: EMAIL Date Received: 01-NOV-05 Time Received: 4:27 p.m. Responsibility: TTC Action Required: Y Potential Claim: Type of Concern: SUGGESTION/COMMENT

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/3/2005 4:19:03 PM	ZZAID	OPEN				
Action Description						
Re: Spadina Extension Dear Sirs, I work at York University and would like to add my comments to the proposal for a subway line extension. Unfortunately I was on holiday during your recent 'open house' at the University. (a) It is a highly desirable and necessary extension and should go ahead without undue delay. I currently use the bus to and from Downsview and the evening line-up is unacceptably long. (b) Please consider providing secure storage/lock-up facilities for bicycles - something more secure than the standard ring & post system would be preferred and I understand that you may be looking into some form of bicycle locker which is an excellent concept. Having this same facility at the main TTC 'hub' stations would be excellent too. I commute from St Clair West and would much prefer to be able to cycle to the station and park my bicycle somewhere secure. I would happily pay for such a secure storage facility at the station. (c) The proposed Spadina extension route would seem to go under some significant buildings on campus, particularly the basement of the Steacie Science Building which contains many of the main central computer resources for York University. Would the TTC tunnel be deep enough to avoid any possible adverse impact (noise, vibration, subsidence, water ingress at the time of construction and/or after) or would it be better to route it around such a building? Yours faithfully [redacted]						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/3/2005 4:19:31 PM	ZZAID	FRWD TO	SRICE	11/10/2005		
Action Description						
Referred to S. Rice for draft response.						

CLOSED Case # 986 DATE CLOSED: 11/22/2005 11:57:15 AM

Company Name: Tectrol Inc. Department: [REDACTED]

Title: [REDACTED] First Name: [REDACTED] Last Name: [REDACTED] Position: [REDACTED]

Address: [REDACTED]

City: [REDACTED] Province/State: ON Country: Canada Postal/Zip Code: [REDACTED]

Home Phone # [REDACTED] Office Phone # [REDACTED]

Cell # [REDACTED] Pager # [REDACTED]

Fax # [REDACTED]

Email: [REDACTED]

Project: SPADINA Contract: [REDACTED]

Received By: EMAIL Preferred Communication: EMAIL

Date Received: 01-NOV-05 Time Received: 9:30 p.m.

Responsibility: TTC Action Required: Y

Potential Claim: [REDACTED] Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/3/2005 4:22:07 PM	ZZAID	OPEN				
Action Description						
<p>RE: Spadina Subway Extension Plan (please read [REDACTED] November 1st, 2005 To whom it may concern, I would like to thank you in advanced for even opening this e-mail. I [REDACTED] am speaking on behalf of my mother, and i'm sure her fellow co-workers when we ask of you to review and consider modifying the subway extension lines. Being a passenger of the TTC almost six times daily, I understand that the decision to extend the Spadina subway line is much needed especially during morning and evening rush hours. I currently attend [REDACTED] Morning rush hours are harsh on me—taking me at least half an hour to arrive from Jane and Finch. It takes me 15 minutes at night, after i finish working, from Downsview Station, to home. I feel that the extension is a great idea and so does my mom. Not only does this decision benefit all TTC riders, but in turn it also benefits other vehicles as it reduces congestion on the main roads. However, the idea of this extension also affects many companies for the worse. My mom has been working at Tectrol Inc. located on Kodjak Cres. for the last [REDACTED] The modification of the subway lines requires that Tectrol must be demolished for the new routes. My mother and many of her friends have been employed at Tectrol for [REDACTED] We immigrated to Canada [REDACTED] in [REDACTED] and my mom has been working at Tectrol ever since [REDACTED] She is not specialized in any specific field, and feels that she cannot find a new job, considering the job industry requires trained professionals. She stresses the fact that she supports herself, and five other members of the house hold. Her income is much needed for our success.</p> <p>She, too is a daily passenger of the TTC. She rides the 108(A) bus to and from work, during rush hours. She understands that there is much to improve on the TTC, but how will it affect her in the end? If the subway extension plans are not modified, she won't be able to work. My father works at the other end of the city, but cannot drive her to work due to congestion. Though it might help many Downsview area residents cut back time, it affects the 400 employees of Tectrol, and surrounding companies. If you think about it, a loss of 400 at Tectrol may be a loss of 400 daily passengers of the TTC. She tells me Tectrol will not re-build itself. If it's demolished, then that is the end. She loves her job—and one main reason is because she know's what she's doing. She had experience in Tectrol for the [REDACTED] She needs this job in order to continue supporting our family. We live in Jane & Finch, where violence and poverty overwhelms the residents. It is, as you might of known, a very low-income neighborhood, yet we continue to strive to make every penny worthwhile. On her behalf, I ask you, to modify the subway extension routes, or even help project our voice. A small change can prevent a valuable company such as Tectrol from meeting its end—and in turn save the jobs of 400 employees (and more) of the local residence. I feel that the current route plans for the extension is unfair to those of the surrounding companies, but a slight moderation can make a tremendous</p>						

difference. Again, I thank you for taking time to read this e-mail, and ask of you to persuade and voice our opinion towards the TTC in attempt to change the bus routes. Thank you. [REDACTED]

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/3/2005 4:22:36 PM	ZZAID	FRWD TO	SRICE	11/10/2005		
Action Description						
Referred to S. Rice for draft response.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/3/2005 4:26:33 PM	ZZAID	UPDATE				
Action Description						
Updated company name (for reference).						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/22/2005 11:57:15 AM	ZZAID	CLOSE			11/22/2005	CASE 986 [REDACTED].RTF
Action Description						
Response sent Nov. 22/05.						

Subway EA

From: Subway EA
 Sent: Tuesday, November 22, 2005 11:58 AM
 To: [REDACTED]
 Subject: RE: Spadina Subway Extension Plan (please read)

Thank you very much for your e-mail. We understand your concerns regarding this matter.

We wish to advise that we have reviewed the Spadina Subway Extension alignment presented during the third round of public consultations and are now recommending a refinement to the southern section of the alignment, as detailed in the newsletter entitled "Refinement to Southern Alignment" (click on the link to view: http://www.toronto.ca/ttc/spadina_extension/images/NovemberInfoAfterSouthAlignment.pdf). If you cannot open the link, it may also be viewed by logging on to the TTC web site (www.ttc.ca - click on Spadina Subway Extension).

The recommended alignment will result in a reduction in property impacts and will no longer run under 39 Kodiak Crescent. Therefore, if the recommended alignment is implemented, acquisition of Tectrol's property will not be required.

The key Environmental Assessment Study recommendations, including the southern alignment refinement will be considered by our Commission at its November 28, 2005 meeting.

We trust that the current Environmental Assessment Study recommendations address the concerns that you have raised.

Untitled Document

Page 1 of 1

CLOSED Case # 987 DATE CLOSED: 11/22/2005 10:06:06 AM
 Company Name: Tectrol Inc. Department:
 Title: First Name: [REDACTED] Last Name: [REDACTED] Position:
 Address:
 City: Province/State: ON Country: Canada Postal/Zip Code:
 Home Phone # Office Phone #
 Cell # Pager #
 Fax #
 Email: [REDACTED]
 Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 01-NOV-05 Time Received: 11:21 a.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/3/2005 4:25:09 PM	ZZAID	OPEN				
Action Description						
Re: Spadina Subway Extension Dear: I learned recently that because of Spadina Subway extension my company may be demolished. Please think how many people will loose jobs. I understand that progress needs some level of victimization - but where is the limit?! Can we find a better solution? I hope we can. If current proposal is implemented, I will loose my job. And almost 400 employees of Tectrol will loose their jobs. Is this the goal - with helping people to commute, make people unemployed?! I have 2 suggestions: 1. If tracks are moved 20 meters south, some buildings still need to be removed (like The Shoe Company), but they employ dozens of employees only with same impact on environment. 2. Building new station instead of current Sheppard station, 200meters south (and use existing station as bus station with people movers between two station - similar to Spadina transfer) will allow to build subway route through Downsview park and save hundreds or even thousands of jobs. PLEASE HELP TO SAVE TECTROL. TECTROL IS GOOD COMPANY AND HAS GOOD EMPLOYEES. Thank you [REDACTED] [REDACTED]						
Action Description						
Referred to S. Rice for draft response.						
Action Description						
11/22/2005 10:06:06 AM	ZZAID	CLOSE			11/22/2005	CASE 987 [REDACTED] RTE
Action Description						
Response sent November 22/05.						

<http://pets.prod.ttc/incidentAction.asp?case=987>

01/02/2006

Subway EA

From: Subway EA
Sent: Tuesday, November 22, 2005 10:04 AM
To: [REDACTED]
Subject: RE: Spadina Subway Extension

Thank you very much for your e-mail. We understand your concerns regarding this matter.

We wish to advise that we have reviewed the Spadina Subway Extension alignment presented during the third round of public consultations and are now recommending a refinement to the southern section of the alignment, as detailed in the newsletter entitled "Refinement to Southern Alignment" (click on the link to view: http://www.toronto.ca/ttc/spadina_extension/images/NovemberInfLetterSouthAlignment.pdf). If you cannot open the link, it may also be viewed by logging on to the TTC web site (www.ttc.ca - click on Spadina Subway Extension).

The recommended alignment will result in a reduction in property impacts and will no longer run under 39 Kodiak Crescent. Therefore, if the recommended alignment is implemented, acquisition of Tectrol's property will not be required.

The key Environmental Assessment Study recommendations, including the southern alignment refinement will be considered by our Commission at its November 28, 2005 meeting.

We trust that the current Environmental Assessment Study recommendations address the concerns that you have raised.

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

From: [REDACTED]
Sent: Tuesday, November 01, 2005 9:19 AM
To: Subway EA
Subject: Spadina Subway Extension

Dear:

I learned recently that because of Spadina Subway extension my company may be demolished.

Please think how many people will loose jobs. I understand that progress needs some level of victimization - but where is the limit?! Can we find a better solution? I hope we can.

If current proposal is implemented, I will loose my job. And almost 400 employees of Tectrol will loose their jobs. Is this the goal - with helping people to commute, make people unemployed?!

I have 2 suggestions:

1. If tracks are moved 20 meters south, some buildings still need to be removed (like The Shoe Company), but they employ dozens of employees only with same impact on environment.

2. Building new station instead of current Sheppard station, 200meters south (and use existing station as bus station with people movers between two station - similar to Spadina transfer) will allow to build subway route through Downsview park and save hundreds or even thousands of jobs.

PLEASE HELP TO SAVE TECTROL. TECTROL IS GOOD COMPANY AND HAS GOOD EMPLOYEES.

Thank you.

[REDACTED]
[REDACTED]

Tectrol Inc.

Tel: [REDACTED]
[REDACTED]

Fax: [REDACTED]

E mail: [REDACTED]

***** Confidential and Proprietary to Tectrol*****

CLOSED Case # 996 DATE CLOSED: 11/22/2005 11:53:04 AM

Company Name: Department:
 Title: First Name: Last Name: Position:
 Address:
 City: Province/State: ON Country: Canada Postal/Zip Code:
 Home Phone # Office Phone #
 Cell # Pager #
 Fax #
 Email:
 Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 07-NOV-05 Time Received: 7:05 p.m.
 Responsibility: TTC Action Required: Y
 Potential Claims: Type of Concern: SUGGESTION/COMMENT

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/22/2005 11:52:00 AM	ZZAID	OPEN				

Action Description

Re: Spadina Subway Extension To whom this may concern, My name is [redacted] and I am an employee of Tectrol, an electronics industry located by Downsview. I have recently heard news of the extension of the Spadina Subway from Downsview Station to York University. If this plan were to follow through, it will prove to be harmful to us employees whose building runs through the area of Downsview, and whose building will be demolished if the subway extension occurs [redacted].
 In writing this letter, I do not want to stop or delay the proposed extension to York University. In writing this letter, I am only asking for a small change to the T.T.C.'s preferred plan that will allow myself and the rest of Tectrol's long-time employees to continue our hard work at Downsview. Tectrol, as you know, is one of the largest electronics hardware design groups the Greater Toronto Area, and one of the largest in all of Canada. We also export over 97% of our sales to companies outside of Canada. If our building is demolished and we can no longer work, this proves unsatisfactory for the Canadian electronics industry. Please consider our jobs that we have dedicated so much of our time and effort when the extension of the subway line takes place. Please consider that all we ask is for a small change that will allow Tectrol to stay where it is. I hope that when time comes, you will take what I have to say into consideration. Thank you for taking the time to read this letter. Sincerely yours, [redacted] My contact information: [redacted]

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/22/2005 11:53:04 AM	ZZAID	CLOSE			11/22/2005	CASE 996 [redacted].XTF

Action Description

Response sent Nov. 22/05.

Subway EA

From: Subway EA
 Sent: Tuesday, November 22, 2005 11:49 AM
 To: [redacted]
 Subject: RE: Spadina Subway Extension

Thank you very much for your e-mail. We understand your concerns regarding this matter.

We wish to advise that we have reviewed the Spadina Subway Extension alignment presented during the third round of public consultations and are now recommending a refinement to the southern section of the alignment, as detailed in the newsletter entitled "Refinement to Southern Alignment" (click on the link to view: http://www.toronto.ca/ttc/spadina_extension/images/NovemberInfLetterSouthAlignment.pdf). If you cannot open the link, it may also be viewed by logging on to the TTC web site (www.ttc.ca - click on Spadina Subway Extension).

The recommended alignment will result in a reduction in property impacts and will no longer run under 39 Kodiak Crescent. Therefore, if the recommended alignment is implemented, acquisition of Tectrol's property will not be required.

The key Environmental Assessment Study recommendations, including the southern alignment refinement will be considered by our Commission at its November 28, 2005 meeting.

We trust that the current Environmental Assessment Study recommendations address the concerns that you have raised.

CLOSED Case # 1001 DATE CLOSED: 11/28/2005 3:21:26 PM

Company Name: Department:

Title: First Name: Last Name: Position:

Address:

City: Downsview Province/State: ON Country: Canada Postal/Zip Code:

Home Phone # Office Phone #

Cell # Pager #

Fax #

Email:

Project: SPADINA Contract:

Received By: EMAIL Preferred Communication: EMAIL

Date Received: 22-NOV-05 Time Received: 12:55 p.m.

Responsibility: TTC Action Required: Y

Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/24/2005 10:44:50 AM	ZZAID	OPEN				
Action Description						
<p>RE: Spadina Subway Extension EA - Refinement to Southern Alignment & Modification to Finch West Station Concept Thank you for keeping me posted on the Spadina Subway Extension project. I do have a comment regarding the "MODIFICATION TO FINCH WEST STATION CONCEPT". I agree with the recommended modification to Option 5. The original Option 5 was indeed "spread out", with far too much walking time. If people have to spend 10 to 15 mins walking to the subway entrance, then it is no longer convenient. It needed to be "compacted" which you have done in the recommended concept. It makes sense to have the bus terminal closer to the subway, and not 1 block away. However, I do have an additional comment... I notice that in your recommendations, you have done away with one of the commuter parking lots. Is it not possible to keep that parking lot in the new model? I would have thought that it was a more efficient use of the land, to have the passenger pickup adjoining the commuter parking lot, as it is at Finch Station. Otherwise, that piece of land will be empty. Unless of course, the builder who is currently developing that community will be building houses right up to the TTC front door? You have to realize, that if you want people to use the TTC, you have to allow for more parking space. There are many people who live north of highway 7 that would probably use the TTC if it was more convenient to get to the subway, and if there was enough parking. Will the parking lot be one level, or stacked as it is at Yorkdale? Is there only one access to the parking lot off of Tangiers Road? I would have thought to facilitate traffic flow, you would have at least 2 or 3 entrances - one off of Tangiers, another off of Keele, and perhaps a 3rd off of Murray Ross Parkway - although I think there is an oil/gas depot there. Will that be staying, in view of a subway being put through there? Is it safe? Sounds like a potential for a disaster to put a subway under an oil/gas depot. So to summarize - yes to your recommendation, but add that extra commuter parking lot next to the passenger pickup area. That's my 2 cents worth, for what it's worth. Regards, [REDACTED] Original Message: -----</p> <p>From: Subway.EA@ttc.ca Date: Tue, 22 Nov 2005 11:47:20 -0500 To: Subject: Spadina Subway Extension EA - Refinement to Southern Alignment & Modification to Finch West Station Concept Please click on the links below for new information regarding changes in the recommendations for the Finch West Station Concept as well as the Southern Alignment of the Spadina Subway in response to Phase 3 Public Consultation.</p> <p>http://www.toronto.ca/ttc/spadina_extension/Images/NovemberInfl.letterFinchWest.pdf</p> <p>http://www.toronto.ca/ttc/spadina_extension/Images/NovemberInfl.letterSouthAlignment.pdf If you cannot open the links, the information may also be viewed by logging onto the TTC web site at www.ttc.ca - click on Spadina Subway Extension. Thank you for your interest in the Spadina Subway Extension Environmental Assessment Study.</p>						

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/24/2005 10:45:13 AM	ZZAID	FRWD_TO	SRICE	11/30/2005		
Action Description						
referred to S. Rice for draft response.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/28/2005 3:21:26 PM	ZZAID	CLOSE			11/28/2005	CASE 1001
Action Description						
Response sent Nov. 28/05.						

Subway EA

From: Subway EA
Sent: Monday, November 28, 2005 3:19 PM
To: [REDACTED]
Subject: RE: Spadina Subway Extension EA - Refinement to Southern Alignment & Modification to Finch West Station Concept

Thank you for your e-mail. Please see our responses to your inquiries embedded in your original message below:

Thank you for keeping me posted on the Spadina Subway Extension project. I do have a comment regarding the "MODIFICATION TO FINCH WEST STATION CONCEPT". I agree with the recommended modification to Option 5. The original Option 5 was indeed "spread out", with far too much walking time. If people have to spend 10 to 15 mins walking to the subway entrance, then it is no longer convenient. It needed to be "compacted" which you have done in the recommended concept. It makes sense to have the bus terminal closer to the subway, and not 1 block away. However, I do have an additional comment... I notice that in your recommendations, you have done away with one of the commuter parking lots. Is it not possible to keep that parking lot in the new model?

Early in the Environmental Assessment Study, a requirement for about 400 commuter parking lot spaces in the vicinity of Finch West Station was identified. During the Phase 3 consultations, we asked people for comment about two possible locations for these 400 spaces - one on the west side of Keele Street and the other on the east side of Keele Street. The "east" option, which will include about 400 spaces, was preferred in order to minimize impacts on the residential community south of Four Winds Drive. The recommended location, east of Keele Street, is adjacent to industrial/commercial land uses.

I would have thought that it was a more efficient use of the land, to have the passenger pickup adjoining the commuter parking lot, as it is at Finch Station. Otherwise, that piece of land will be empty. Unless of course, the builder who is currently developing that community will be building houses right up to the TTC front door?

The advantage of splitting the passenger pick-up and drop-off and commuter parking lots is to distribute auto traffic associated with these two facilities more evenly, instead of having all traffic concentrated at a single location. There are restrictions on building structures within the Hydro corridor lands. We are not aware of any current plans to develop the property which is between the Hydro corridor and Murray Ross Parkway.

You have to realize, that if you want people to use the TTC, you have to allow for more parking space. There are many people who live north of highway 7 that would probably use the TTC if it was more convenient to get to the subway, and if there was enough parking. Will the parking lot be one level, or stacked as it is at Yorkdale?

The parking lot will be a surface level lot within the Hydro Corridor.

Is there only one access to the parking lot off of Tangiers Road?

Access to the commuter parking lot would be via an extension of Tangiers Road and a proposed new east-west road (which would be an easterly extension of Murray Ross Parkway).

I would have thought to facilitate traffic flow, you would have at least 2 or 3 entrances - one off of Tangiers, another off of Keele, and perhaps a 3rd off of Murray Ross Parkway - although I think there is an oil/gas depot there.

Will that be staying, in view of a subway being put through there? Is it safe?

The existing petroleum storage area will remain. Because the recommended subway alignment is proposed to be a considerable distance from these facilities, there are no safety concerns.

Sounds like a potential for a disaster to put a subway under an oil/gas depot. So to summarize - yes to your recommendation, but add that extra commuter parking lot next to the passenger pickup area. That's my 2 cents worth, for what it's worth. Regards, Pat

CLOSED Case # 1002 DATE CLOSED: 11/29/2005 5:40:49 PM

Company Name: Tectrol Inc. Department:

Title: First Name: [REDACTED] Last Name: [REDACTED] Position: [REDACTED]

Address:

City: Province/State: ON Country: Canada Postal/Zip Code:

Home Phone # Office Phone #

Cell # Pager #

Fax #

Email: [REDACTED]

Project: SPADINA Contract:

Received By: EMAIL Preferred Communication: EMAIL

Date Received: 22-NOV-05 Time Received: 12:54 p.m.

Responsibility: TTC Action Required: Y

Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/24/2005 10:48:29 AM	ZZAID	OPEN				
Action Description						
Re: Nov 22 Can you please tell me the approximate date that the companies being demolished for the extension will be transferred to the city? What steps come between the Environmental Assessment and the buyout? [REDACTED]						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/24/2005 10:49:09 AM	ZZAID	UPDATE				
Action Description						
fwd e-mail to S. Rice re response (Nov. 24).						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/29/2005 5:40:49 PM	ZZAID	CLOSE			11/29/2005	CASE 1002 [REDACTED]
Action Description						
Response sent Nov. 29/05.						

Subway EA

From: Subway EA
 Sent: Tuesday, November 29, 2005 5:39 PM
 To: [REDACTED]
 Subject: RE: Nov 22

Message Flag: Follow up
 Flag Status: Flagged

Thank you for your e-mail.

Please be advised that the subway alignment has been revised and that Tectrol would not longer be directly affected by the Project. Further information is provided in the attached newsletter (click on the link http://www.toronto.ca/ttc/spadina_extension/images/November/NewsletterSouthAlignment.pdf). As well, TTC and the City of Toronto will be conducting further investigations in order to minimise impacts on other properties.

Property acquisition is conducted by the City of Toronto, in accordance with the Ontario Expropriations Act. At present, the timing of implementation of the Project, including property acquisition is uncertain.

Note: if you cannot open the link, the newsletter can be viewed by logging on to the TTC web site at www.ttc.ca - click on Spadina Subway Extension.

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

From: [REDACTED]
 Sent: Tuesday, November 22, 2005 12:54 PM
 To: Subway EA
 Subject: Nov 22

Can you please tell me the approximate date that the companies being demolished for the extension will be transferred to the city?

What steps come between the Environmental Assessment and the buyout?

[REDACTED]

CLOSED Case # 1006 DATE CLOSED: 11/28/2005 2:58:25 PM

Company Name: Department:
 Title: First Name: [REDACTED] Last Name: [REDACTED] Position:
 Address:
 City: Province/State: ON Country: Canada Postal/Zip Code:
 Home Phone # Office Phone #
 Cell # Pager #
 Fax #
 Email: [REDACTED]
 Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 22-NOV-05 Time Received: 11:47 p.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: Type of Concern: SUGGESTION/COMMENT

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/24/2005 11:03:44 AM	ZZAID	OPEN				
Action Description						
Re: Downsview subway extension We got a leaflet regarding TTC extension. We are located at 1440 Whitehorse Rd. The map which shows Sheppard West Station does not show clearly what is going to be removed. Could you please let us know what is going to happen with the buildings in the area esp. in our location? Thank you [REDACTED]						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/24/2005 11:04:05 AM	ZZAID	FRWD_TO	SRICE	11/30/2005		
Action Description						
Forwarded to S. Rice for draft response.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/28/2005 2:58:25 PM	ZZAID	CLOSE			11/28/2005	CASE 1006 [REDACTED].JIF
Action Description						
Response sent Nov. 28/05.						

Subway EA

From: Subway EA
 Sent: Monday, November 28, 2005 2:57 PM
 To: [REDACTED]
 Subject: RE: Downsview subway extension

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study.

With regard to your inquiry, we wish to advise that [REDACTED] is located about 300 metres north of the recommended subway alignment, which will cross Sheppard Avenue at Kodlak Crescent. As such, this property would not be directly affected by the alignment.

For more information, please log on to the TTC web site at www.ttc.ca - click on Spadina Subway Extension.

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

From: [REDACTED]
 Sent: Tuesday, November 22, 2005 11:47 PM
 To: Subway EA
 Subject: Downsview subway extension

We got a leaflet regarding TTC extension. We are located at [REDACTED]. The map which shows Sheppard West Station does not show clearly what is going to be removed. Could you please let us know what is going to happen with the buildings in the area esp. in our location?

Thank you.

[REDACTED]

CLOSED Case # 1007 DATE CLOSED: 11/28/2005 3:09:14 PM

Company Name: Department:
 Title: First Name: Last Name: Position:
 Address: City: Mississauga Province/State: ON Country: Canada Postal/Zip Code:
 Home Phone # Office Phone #
 Cell # Pager #
 Fax #
 Email: Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 23-NOV-05 Time Received: 12:19 a.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/24/2005 11:05:56 AM	ZZAID	OPEN				
Action Description						
Re: Spadina Subway Extension EA - Refinement to Southern Alignment & Modification to Finch West Station Concept Comment: The revised alignment for the Finch West Station to be further north is an improvement. Access from Finch Ave. will be only slightly longer, but access from the parking area will be quicker as would access from a busway/streetcar line that hopefully would be built on the hydro corridor. It is also worth noting that for an unexplained reason there is only half the parking area in the revised plan (one lot instead of two). As the area is shown as undeveloped in the revised version and no explanation is given I'm wondering if this is a drawing error. If there is to be less parking this would be a concern as ridership and parking are closely related in the low density suburbs, particularly in this highly industrialized area. Of course if a busway/streetcar line was to be built in the hydro corridor, then the loss of one parking lot would not be significant to the boardings at this station.						

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/24/2005 11:06:16 AM	ZZAID	FRWD_TO	SRICE	11/30/2005		
Action Description						
Forwarded to S. Rice for draft response.						

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/28/2005 3:09:14 PM	ZZAID	CLOSE			11/28/2005	CASE 1007
Action Description						
Response sent Nov. 28/05.						

Subway EA

From: Subway EA
 Sent: Monday, November 28, 2005 3:07 PM
 To:
 Subject: RE: Spadina Subway Extension EA - Refinement to Southern Alignment & Modification to Finch West Station Concept

Thank you very much for your e-mail.

With regard to your comment, we wish to advise that early in the Environmental Assessment Study, a requirement for about 400 commuter parking lot spaces in the vicinity of Finch West Station was identified. During the Phase 3 consultations, we asked people for comment about two possible locations for these 400 spaces - one on the west side of Keele Street and the other on the east side of Keele Street. The "east" option, which will include about 400 spaces, was preferred in order to minimize impacts on the residential community south of Four Winds Drive. The recommended location, east of Keele Street, is adjacent to industrial/commercial land uses.

For more information, please log on to the TTC web site at www.ttc.ca - click on Spadina Subway Extension.

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

From:
 Sent: Wednesday, November 23, 2005 12:19 AM
 To: Subway EA
 Subject: Re: Spadina Subway Extension EA - Refinement to Southern Alignment & Modification to Finch West Station Concept

Comment: The revised alignment for the Finch West Station to be further north is an improvement. Access from Finch Ave. will be only slightly longer, but access from the parking area will be quicker as would access from a busway/streetcar line that hopefully would be built on the hydro corridor. It is also worth noting that for an unexplained reason there is only half the parking area in the revised plan (one lot instead of two). As the area is shown as undeveloped in the revised version and no explanation is given I'm wondering if this is a drawing error. If there is to be less parking this would be a concern as ridership and parking are closely related in the low density suburbs, particularly in this highly industrialized area. Of course if a busway/streetcar line was to be built in the hydro corridor, then the loss of one parking lot would not be significant to the boardings at this station.

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

From: Subway_EA@ttc.ca
 Sent: Tuesday, November 22, 2005 11:47 AM
 Subject: Spadina Subway Extension EA - Refinement to Southern Alignment & Modification to Finch West Station Concept

Please click on the links below for new information regarding changes in the recommendations for the Finch West Station Concept as well as the Southern Alignment of the Spadina Subway in response to Phase 3 Public Consultation.

http://www.toronto.ca/ttc/spadina_extension/images/NovemberInfLetterFinchWest.pdf
http://www.toronto.ca/ttc/spadina_extension/images/NovemberInfLetterSouthAlignment.pdf

If you cannot open the links, the information may also be viewed by logging onto the TTC web site at www.ttc.ca - click on Spadina Subway Extension.

Thank you for your interest in the Spadina Subway Extension Environmental Assessment Study.

The information transmitted is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of or taking of any action in reliance upon, this information by persons or entities other than the intended recipient or delegate is strictly prohibited. If you received this in error, please contact the sender and delete the material from any computer. The integrity and security of this message cannot be guaranteed on the Internet. The Sender accepts no liability for the content of this e-mail, or for the consequences of any actions taken on basis of the information provided. The recipient should check this e-mail and any attachments for the presence of viruses. The sender accepts no liability for any damage caused by any virus transmitted by this e-mail. This disclaimer is the property of the TTC and must not be altered or circumvented in any manner.

CLOSED Case # 1009 DATE CLOSED: 11/28/2005 3:03:41 PM

Company Name: Department:

Title: First Name: [REDACTED] Last Name: [REDACTED] Position:

Address: [REDACTED]

City: Province/State: ON Country: Canada Postal/Zip Code:

Home Phone # Office Phone #

Cell # Pager #

Fax #

Email: [REDACTED]

Project: SPADINA Contract:

Received By: EMAIL Preferred Communication: EMAIL

Date Received: 23-NOV-05 Time Received: 7:39 p.m.

Responsibility: TTC Action Required: Y

Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/24/2005 11:11:06 AM	ZZAID	OPEN				
Action Description						
Re: Question... Hi, This is a two part question., first What will be happening to the business units at the 1170 sheppard ave west block....? second.If approval is passed by Oct 2006, when would businesses have to relocate by (date)...? thanks BURT...						
Action Description						
Referred to S. Rice for draft response.						
Action Description						
11/28/2005 3:03:41 PM	ZZAID	CLOSE			11/28/2005	CASE 1009 [REDACTED].JF
Action Description						
Response sent Nov. 28/05.						

Subway EA
 From: Subway EA
 Sent: Monday, November 28, 2005 3:03 PM
 To: [REDACTED]
 Subject: RE: Question....

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study.

With regard to your inquiry re: 1170 Sheppard Avenue West, we wish to advise that the recommended subway extension alignment will require the removal of the southern building only at 1170 Sheppard Avenue West, which is occupied by Units 42 - 56. The two other buildings (Units 1 to 40) will not be affected by the Project.

The City and TTC have advised the owners of the directly impacted units. Because the Project is not currently funded beyond the Environmental Assessment stage, the timing for property acquisition is uncertain at this time.

For more information, log on to the TTC web site at www.ttc.ca - click on Spadina Subway Extension.

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

From: [REDACTED]
 Sent: Wednesday, November 23, 2005 7:39 PM
 To: Subway EA
 Subject: Question....

Hi, This is a two part question,, first.What will be happening to the business units at the 1170 sheppard ave west block.....?

second.If approval is passed by Oct 2006. when would businesses have to relocate by (date)...?

thanks [REDACTED]

Find your next car at [Yahool Canada Autos](http://Yahool.Canada.Autos)

Case # 1010

Company Name: [REDACTED] Department: [REDACTED]
 Title: [REDACTED] First Name: [REDACTED] Last Name: [REDACTED] Position: [REDACTED]
 Address: [REDACTED]
 City: Toronto Province/State: ON Country: Canada Postal/Zip Code: [REDACTED]
 Home Phone # [REDACTED] Office Phone # [REDACTED]
 Cell # [REDACTED] Pager # [REDACTED]
 Fax # [REDACTED]
 Email: [REDACTED]
 Project: SPADINA Contract: [REDACTED]
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 22-NOV-05 Time Received: 10:46 p.m.
 Responsibility: TTC Action Required: Y
 Potential Claims: [REDACTED] Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
11/24/2005 11:13:26 AM	ZZAID	OPEN				
Action Description						
RE: SPADINA SUBWAY EXT. ENV. ASSESSMENT STUDY PUBLIC CONSULTATION PHASE 3 Attention: Thomas G. Middlebrook, P.Eng. Chief Engineer - Engineering Department Toronto Transit Commission 1138 Bathurst Street, Toronto, ON M5R 3H2 Dear Mr Middlebrook: As owner of [REDACTED] 1290 Finch Avenue West, (Plaza where TTC intends to locate a BUS TERMINAL) I am formally requesting a Meeting with ALL Unit owners of 1290, 1280 and 1300 Finch Plaza I believe it is only fair to hear from the TTC and the City about THE BIG and exciting PLANS THEY HAVE IN STORE FOR OUR PROPERTY PROPERTY THAT HAS CONSISTENTLY BEEN ABUSED AND CONSTANTLY HUMILIATED BY ALL LEVELS OF OUR CITY'S GOVERNMENT I am on receipt of the E-MAIL dated November 2005 where I read that on November 28, 2005 there will be a meeting of the TTC where the recommended concept for the Finch West Section shown in the E-MAIL will be included in the Environmental Assessment Study Executive Report What about discussing the possible impact of this development is going to have in our property ? Looking forward to having a formal meeting with ALL unit owners/merchants of this plaza where we can learn more about the possible impact of this project. I EXPECT THE TTC and THE CITY TO INVITE ALL UNITS OWNERS TO THIS EVENT Thank You, [REDACTED]						
Action Description						
e-mail forwarded to T. Middlebrook, S. Rice, P. Laurin for action.						
Action Description						

CLOSED Case # 1011 DATE CLOSED: 12/1/2005 2:00:55 PM

Company Name: Department:

Title: First Name: [REDACTED] Last Name: [REDACTED] Position:

Address:

City: Province/State: ON Country: Canada Postal/Zip Code:

Home Phone # Office Phone #

Cell # Pager #

Fax #

Email: [REDACTED]

Project: SPADINA Contract:

Received By: EMAIL Preferred Communication: EMAIL

Date Received: 29-NOV-05 Time Received: 9:38 a.m.

Responsibility: TTC Action Required: Y

Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
12/1/2005 2:00:12 PM	ZZAID	OPEN				
Action Description						
Re: sheppard line We are located at 1170 Sheppard Avenue West. Does the proposed subway extension affect us, and if so, when? Please respond re email. Yours truly [REDACTED]						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
12/1/2005 2:00:55 PM	ZZAID	CLOSE			12/1/2005	CASE 1011 [REDACTED]
Action Description						
Response sent Dec. 1/05.						

Subway EA

From: Subway EA
 Sent: Thursday, December 01, 2005 1:58 PM
 To: [REDACTED]
 Subject: RE: sheppard line

Thank you for your e-mail.

With regard to your inquiry re: 1170 Sheppard Avenue West, we wish to advise that the recommended subway extension alignment will require the removal of the southern building only at 1170 Sheppard Avenue West, which is occupied by Units 42 - 58. The two other buildings (Units 1 to 40) will not be affected by the Project.

The City and TTC have advised the owners of the directly impacted units. Because the Project is not currently funded beyond the Environmental Assessment stage, the timing for property acquisition is uncertain at this time.

For more information, log on to the TTC web site at www.ttc.ca - click on Spadina Subway Extension.

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

From: [REDACTED]
 Sent: Tuesday, November 29, 2005 9:38 AM
 To: Subway EA
 Subject: sheppard line

We are located at 1170 Sheppard Avenue West. Does the proposed subway extension affect us, and if so, when?

Please respond re email.

Yours truly,

[REDACTED]

CLOSED Case # 1012 DATE CLOSED: 12/13/2005 1:06:59 PM

Company Name: [REDACTED] Department: [REDACTED]

Title: [REDACTED] First Name: [REDACTED] Last Name: [REDACTED] Position: [REDACTED]

Address: [REDACTED]

City: [REDACTED] Province/State: ON Country: Canada Postal/Zip Code: [REDACTED]

Home Phone # [REDACTED] Office Phone # (416) 635-9970

Cell # [REDACTED] Pager # [REDACTED]

Fax # [REDACTED]

Email: [REDACTED]

Project: SPADINA Contract: [REDACTED]

Received By: EMAIL Preferred Communication: EMAIL

Date Received: 29-NOV-05 Time Received: 3:22 p.m.

Responsibility: TTC Action Required: Y

Potential Claims: [REDACTED] Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
12/1/2005 2:08:09 PM	ZZAID	OPEN				
Action Description						
RE: Information required re: Our company property at 1 Whitehorse Road to whom it may concern, With regard to the Spadina Subway extension environmental assessment study we would like to obtain some specific information with regard to the full acquisition of properties in the area. We have put in 2 phone calls already and would like to know if our property will be directly affected by this subway extension. Our address is 1 Whitehorse Road [REDACTED] (corner of Whitehorse & Kodiak Crescent). If someone can get back to me via email or telephone that would be greatly appreciated. Regards, [REDACTED]						
12/1/2005 2:08:58 PM	ZZAID	CLOSE			12/1/2005	CASE 1012 [REDACTED]
Action Description						
Response sent Dec. 1/05.						
12/13/2005 12:59:43 PM	ZZAID	RE-OPEN				
Action Description						
Case re-opened						

12/13/2005 1:01:45 PM	ZZAID	UPDATE				CASE 1012A [REDACTED]
Action Description						
[REDACTED] replied Dec. 1/05.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
12/13/2005 1:06:59 PM	ZZAID	CLOSE			12/13/2005	CASE 1012B [REDACTED]
Action Description						
Response sent Dec. 13/05.						

From: Zaid, Zee
Sent: December 13, 2005 12:58 PM
To: [REDACTED]
Subject: RE: Information required re: Our company property at 1WhitehorseRoad

Thank you for your e-mail.

Please click on the link below for further information.

http://www.toronto.ca/ttc/spadina_extension/images/NovemberInfLetterSouthAlignme nt.pdf

If you cannot open the links, the information may also be viewed by logging onto the TTC web site at www.ttc.ca - click on Spadina Subway Extension.

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

From: [REDACTED]
Sent: December 1, 2005 4:15 PM
To: Subway EA
Subject: RE: Information required re: Our company property at 1WhitehorseRoad

Thank you for the information. Is there any plans (drawings) that can be viewed and/or obtained?

Regards,

[REDACTED]

>>> <Subway.EA@ttc.ca> 12/01/05 02:05PM >>>
Thank you for your e-mail.

With regard to your inquiry, we wish to advise that your property at 1 Whitehorse Road would not be directly affected by the proposed Spadina Subway Extension. The alignment runs to the south of your location under 42 - 44 Kodiak Crescent, 1150 Sheppard Avenue West and the south building of 1170 Sheppard Avenue West.

For more information, please log on to the TTC web site at www.ttc.ca - click on Spadina Subway Extension.

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

From: [REDACTED]
Sent: Tuesday, November 29, 2005 3:22 PM
To: Subway EA
Subject: Information required re: Our company property at 1 WhitehorseRoad

To whom it may concern,

With regard to the Spadina Subway extension environmental assessment study we would like to obtain some specific information with regard to the full acquisition of properties in the area.

We have put in 2 phone calls already and would like to know if our property will be directly affected by this subway extension.

Our address is 1 Whitehorse Road [REDACTED] (corner of Whitehorse & Kodiak Crescent).

If someone can get back to me via email or telephone that would be greatly appreciated.

Regards,

[REDACTED]

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CLOSED Case # 1019 DATE CLOSED: 2/1/2006 11:53:02 AM

Company Name: [REDACTED] Department: [REDACTED]

Title: [REDACTED] First Name: [REDACTED] Last Name: [REDACTED] Position: [REDACTED]

Address: [REDACTED]

City: [REDACTED] Province/State: ON Country: Canada Postal/Zip Code: [REDACTED]

Home Phone #: [REDACTED] Office Phone #: [REDACTED]

Cell #: [REDACTED] Pager #: [REDACTED]

Fax #: [REDACTED]

Email: [REDACTED]

Project: SPADINA Contract: [REDACTED]

Received By: EMAIL Preferred Communication: HOME

Date Received: 12-DEC-05 Time Received: 10:13 a.m.

Responsibility: TTC Action Required: Y

Potential Claim: [REDACTED] Type of Concern: ADD TO MAILING LIST

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
1/11/2006 10:02:10 AM	ZZAID	OPEN				
Action Description						
<p>FW: Kodiak Crescent--TTC Expansion ----Original Message---- From: Middlebrook, Tom Sent: December 19, 2005 12:58 PM To: Rice, Stephanie; Laurin, Pierre; Zaid, Zee; Drew, Vickie Subject: FW: Kodiak Crescent--TTC Expansion FYI and Files Stephanie - another response please ----Original Message---- From: [REDACTED] Sent: December 12, 2005 10:13 AM To: Middlebrook, Tom Subject: Kodiak Crescent--TTC Expansion Mr. Middlebrook, I represent the interests of [REDACTED] and its shareholders with regard to the property municipally known as [REDACTED] Kodiak Crescent (the "Property"). I confirm that it has only been ten days since my clients have become aware of the TTC and the City of Toronto's intention to build an extension to the Spadina Subway Line through Kodiak Crescent. My clients have advised me that they have yet to receive any notice of this plan from yourself or the City of Toronto. My clients are still unaware as to what degree the Property will be directly affected by the City's planned extension. This is a very serious situation and failure of notice in this matter has been very prejudicial. At the very least, lack of notice has denied my client's the ability to participate in the evaluation of the plans, to participate in decision-making leading to the conclusions in the Environmental Assessment, and to properly respond to the threat of expropriation/disruption of business in the public forum. Furthermore, it is my clients' belief that had they been included to participate in any decision-making, the Environmental Assessment would have come to different conclusions with regard to the area of Kodiak Crescent. In addition, that suitable alternatives to expropriation, demolition and loss of business would have been adequately explored from the outset. It is my understanding that you and certain other counsellors have undertaken to seriously examine the relocation of the triple crossing to reduce the economic impact of the extension on Kodiak. We thank you in advance for your attention to seriously exploring these alternatives. My clients' respectfully request that any materials or notice of any due process or proceedings relating to this matter be sent to [REDACTED]. Yours very truly, [REDACTED]</p>						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment

1/11/2006 10:02:24 AM	ZZAID	CLOSE			1/11/2006	
Action Description						
Added to mailing list.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
1/11/2006 10:15:15 AM	ZZAID	RE-OPEN				
Action Description						
Case re-opened.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
1/11/2006 10:16:50 AM	ZZAID	CLOSE			1/11/2006	CASE 1019
Action Description						
Response from T. Middlebrook attached.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
2/1/2006 11:52:37 AM	ZZAID	RE-OPEN				
Action Description						
Case re-opened.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
2/1/2006 11:53:02 AM	ZZAID	CLOSE			12/23/2005	CASE 1019A
Action Description						
Response received.						

From: Middlebrook, Tom
Sent: December 22, 2005 5:38 PM
To: [REDACTED]
Cc: Subway EA
Subject: RE: Kodiak Crescent--TTC Expansion

Follow Up Flag: Follow up
Flag Status: Flagged
Dear [REDACTED]

We are writing to advise that [REDACTED] Kodiak Crescent lands are not required for the Spadina Subway Extension Project. Based on the Assessment Roll information and the MPAC database, we have sent letters to [REDACTED] which is listed as the primary contact address. The secondary address, under [REDACTED] matches your client's mailing address [REDACTED]

For your information, at our December 14, 2005 Commission Meeting, we advised that we will be tunnelling under buildings in the Kodiak Crescent area, thus avoiding impacts of cut and cover construction.

We will forward additional information to you after the holiday season.

In the meantime, if you have any questions, please contact our Stephanie Rice at (416) 393-2198.

Regards,
THOMAS G. MIDDLEBROOK, P.Eng.
Chief Engineer
Engineering & Construction Branch
Toronto Transit Commission
tj 416.393.4151 ext 320 middlebrook@ttc.ca

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

From: [REDACTED]
Sent: December 12, 2005 10:13 AM
To: Middlebrook, Tom
Subject: Kodiak Crescent--TTC Expansion

Mr. Middlebrook,

I represent the interests of [REDACTED] and its shareholders with regard to the property municipally known as [REDACTED] Kodiak Crescent (the "Property").

I confirm that it has only been ten days since my clients have become aware of the TTC and the City of Toronto's intention to build an extension to the Spadina Subway Line through Kodiak Crescent.

My clients have advised me that they have yet to receive any notice of this plan from yourself or the City of Toronto. My clients are still unaware as to what degree the Property will be directly affected by the City's planned extension. This is a very serious situation and failure of notice in this matter has been very prejudicial. At the very least, lack of notice has denied my client's the ability to participate in the evaluation of the plans, to participate in decision-making leading to the conclusions in the Environmental Assessment, and to properly respond to the threat of expropriation/disruption of business in the public forum. Furthermore,

It is my clients' belief that had they been included to participate in any decision-making, the Environmental Assessment would have come to different conclusions with regard to the area of Kodiak Crescent. In addition, that suitable alternatives to expropriation, demolition and loss of business would have been adequately explored from the outset.

It is my understanding that you and certain other counsellors have undertaken to seriously examine the relocation of the triple crossing to reduce the economic impact of the extension on Kodiak. We thank you in advance for your attention to seriously exploring these alternatives.

My clients' respectfully request that any materials or notice of any due process or proceedings relating to this matter be sent to:

[REDACTED]

Yours very truly,

[REDACTED]

CLOSED Case # 1020 DATE CLOSED: 1/11/2006 10:09:42 AM

Company Name: Department: [REDACTED]
 Title: First Name: [REDACTED] Last Name: [REDACTED] Position: [REDACTED]
 Address: [REDACTED]
 City: North York Province/State: ON Country: Canada Postal/Zip Code: [REDACTED]
 Home Phone #: [REDACTED] Office Phone #: [REDACTED]
 Cell #: [REDACTED] Pager #: [REDACTED]
 Fax #: [REDACTED]
 Email: [REDACTED]
 Project: SPADINA Contract: [REDACTED]
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 06-DEC-05 Time Received: 1:15 p.m.
 Responsibility: TTC Action Required: Y
 Potential Claims: [REDACTED] Type of Concern: SUGGESTION/COMMENT

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
1/11/2006 10:07:11 AM	ZZAID	OPEN				
Action Description						
Re: subway triple crossing -----Original Message----- From: [REDACTED] Sent: December 6, 2005 1:15 PM To: Middlebrook, Tom Subject: FW: subway triple crossing -----Original Message----- From: [REDACTED] Sent: December 6, 2005 1:14 PM To: councillor_lipreti@toronto.ca Subject: subway triple crossing Gentlemen, We are owners of [REDACTED] 1170 Sheppard Ave. West. We have major concerns as to the location of the subway triple crossing in the area of Kodiac Creeks, North York. We were not advised in a timely manner of your plans for the area, to enable us to participate in any decision making regarding our area, or have the time to formulate our response to the threat of expropriation. Our firm [REDACTED] was situated at [REDACTED] and lived through the subway tailtrack construction for 5 years. We are extremely upset that we are facing the same horrendous disruption to our lives and business. We feel there are suitable alternatives that can be explored, so that our live and business will not be interrupted, and jeopardized yet again. [REDACTED]						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
1/11/2006 10:09:42 AM	ZZAID	CLOSE			12/22/2005	CASE 1020 [REDACTED]
Action Description						
Response sent Dec. 22/05 from T. Middlebrook.						

From: Middlebrook, Tom
 Sent: December 22, 2005 5:33 PM
 To: [REDACTED]
 Cc: Subway EA
 Subject: RE: subway triple crossing
 Hi [REDACTED]

Please find attached a copy of the letter transmitted to you by registered mail. I trust the foregoing responds to your concerns about the Spadina Subway Extension project impacts on 1170 Sheppard Avenue West.

Regards, Tom

THOMAS G. MIDDLEBROOK, P.Eng.
 Chief Engineer
 Engineering & Construction Branch
 Toronto Transit Commission
 11416-390-4152 ext 1 tom.middlebrook@ttc.ca

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

From: [REDACTED]
 Sent: December 6, 2005 1:15 PM
 To: Middlebrook, Tom
 Subject: FW: subway triple crossing

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

From: [REDACTED]
 Sent: December 6, 2005 1:14 PM
 To: councillor_lipreti@toronto.ca
 Subject: subway triple crossing

Gentlemen,

We are owners of [REDACTED] 170 Sheppard Ave. West. We have major concerns as to the location of the subway triple crossing in the area of Kodiac Creeks, North York. We were not advised in a timely manner of your plans for the area, to enable us to participate in any decision making regarding our area, or have the time to formulate our response to the threat of expropriation.

Our firm [REDACTED] was situated at [REDACTED] and lived through the subway tailtrack construction for 5 years. We are extremely upset that we are facing the same horrendous disruption to our lives and business.

We feel there are suitable alternatives that can be explored, so that our live and business will not be interrupted, and jeopardized yet again.

[REDACTED]
 [REDACTED]

REGISTERED MAIL

December 21, 2005

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear [REDACTED]

Re: Spadina Subway Extension Environmental Assessment
1170 Sheppard Avenue West, [REDACTED] Toronto, Ontario

We are writing in reply to your letter dated November 28, 2005 (copy attached).

Buildings A and B of 1170 Sheppard Avenue West [REDACTED] will not be required for the Spadina Subway Extension. However, the proposed subway alignment would directly affect Units 42 to 56 in Building C of 1170 Sheppard Avenue West. As such, registered letters were sent to the owners of these units in November, 2005.

In accordance with the motions made by the Toronto Transit Commission at its meeting of November 28, 2005, the City of Toronto Planning and Transportation and Works Committee at its meeting of November 30, 2005 and as adopted by Toronto City Council at its meeting of December 5 to 7, 2005, we have developed and analyzed alternatives to minimize disruption to the businesses in the vicinity of Kodiak Crescent, including Building C of 1170 Sheppard Avenue West.

At the December 14, 2005 Commission Meeting, we advised that we will not be constructing the three-track structure under Building C by cut and cover method. Instead two tunnels will be constructed under the property by tunnelling method. This means that Buildings A, B and C as well as other surface features, such as parking, will be maintained during the construction and operation of the Spadina Subway Extension.

As shown in the attached "Preliminary Property Needs" drawing, the subway tunnels for the recommended alignment will run under Building C.

In addition, during the Environmental Assessment, we have identified a potential Emergency Exit Building to be situated at the south-east corner of 1170 Sheppard Avenue West, which is also shown on the attached "Preliminary Property Needs" drawing. These buildings are used for the evacuation of subway train passengers in the event of an

-2-

emergency and include stairs leading to a modest building, and a single parking space. The attached Exhibit 2 shows examples of existing Emergency Exit Buildings on the Sheppard Subway. The requirement for an Emergency Exit Building at 1170 Sheppard Avenue West will be reviewed and confirmed during the design of the Spadina Subway Extension.

We trust the foregoing addresses your concerns about impacts on 1170 Sheppard Avenue West. Please contact me at (416) 393-4152 if you have any further questions or concerns.

Sincerely,

Original Signed by
Thomas G. Middlebrook

Thomas G. Middlebrook, P. Eng.
Chief Engineer
Engineering Department

80-2-100
1088938

Attachment

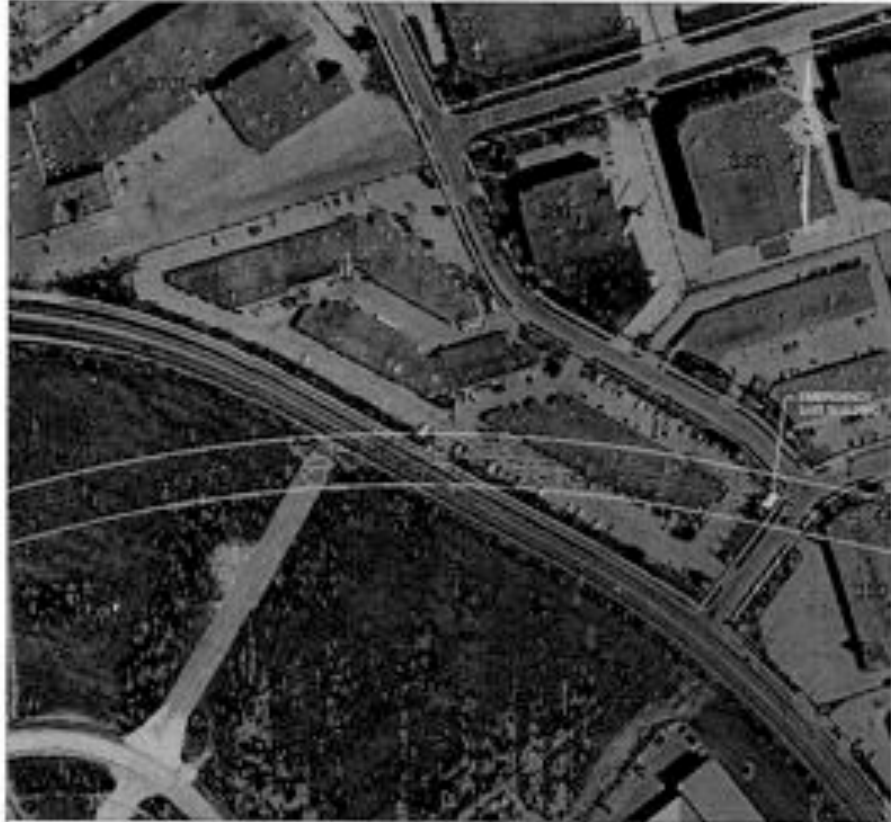
Copy: Ms. Sheryl Badin (City of Toronto Real Estate)



CML

DM-0203-00

Section	RIGHT-OF-WAY	Subject	GENERAL	APPROVED	Page
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LEGEND

	TTC PROPOSED RIGHT OF WAY
	STREET LINE
	CENTRE LINE OF SUBWAY ALIGNMENT
	PROPERTY LINE

PRELIMINARY PROPERTY NEEDS
 1170 SHEPPARD AVENUE WEST

Prepared by:
 Date: 02/20/2013

EXHIBIT 2 - SHEPPARD SUBWAY EMERGENCY EXIT BUILDINGS



Sheppard Avenue East at Wilfred Drive



Sheppard Avenue East, west of Don Mills Road

CLOSED Case # 1021 DATE CLOSED: 1/16/2006 9:22:10 AM

Company Name: Department:

Title: First Name: Last Name: Position:

Address:

City: Province/State: ON Country: Canada Postal/Zip Code:

Home Phone # Office Phone #

Cell # Pager #

Fax #

Email:

Project: SPADINA Contract:

Received By: EMAIL Preferred Communication: EMAIL

Date Received: 09-JAN-06 Time Received: 1:29 p.m.

Responsibility: TTC Action Required: Y

Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
1/13/2006 1:43:01 PM	ZZAID	OPEN				
Action Description						
Re: spadina subway extension Hello, I am a property owner on chesswood Dr, and would like to know how this extension effects traffic and if there will be any construction on chesswood drive? also is planned to start?						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
1/13/2006 1:56:52 PM	ZZAID	FRWD TO	SRICE	1/20/2006		
Action Description						
Forwarded to S. Rice for reply.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
1/16/2006 9:22:10 AM	ZZAID	CLOSE			1/16/2006	CASE 1021
Action Description						
Response sent Jan. 16/06.						

From: Subway EA
 Sent: January 16, 2006 9:20 AM
 To: [REDACTED]
 Subject: RE: spadina subway extension

Thank you for your interest in the Spadina Subway Extension Environmental Assessment Study.

With regard to your inquiry about impacts on/near your property, we wish to advise that the subway alignment will be located south of Chesswood Drive and will be constructed by the tunnelling method. Because most of the construction in the area will be underground, limited traffic impacts are expected in this area. Further details of construction traffic management will be addressed during detailed design of the Spadina Subway Extension.

Regarding the timing, commencement of detailed design of the Spadina Subway can only proceed once Ministry of the Environment approval of the Environmental Assessment is received. Detailed design and construction would take approximately seven years to complete and are both dependent on funding.

For more information, log onto the TTC web site (www.ttc.ca and click on Spadina Subway Extension).

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

From: [REDACTED]
 Sent: January 9, 2006 1:29 PM
 To: Subway EA
 Subject: spadina subway extension

Hello,

I am a property owner on chesswood Dr, and would like to know how this extension effects traffic and if there will be any construction on chesswood drive?

also is planned to start?

CLOSED Case # 1022 DATE CLOSED: 1/16/2006 9:35:29 AM

Company Name: Department:

Title: First Name: [REDACTED] Last Name: [REDACTED] Position:

Address:

City: Province/State: ON Country: Canada Postal/Zip Code:

Home Phone # Office Phone #

Cell # Pager #

Fax #

Email: [REDACTED]

Project: SPADINA Contract:

Received By: EMAIL Preferred Communication: EMAIL

Date Received: 06-DEC-05 Time Received: 10:38 p.m.

Responsibility: TTC Action Required: Y

Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
1/13/2006 1:45:19 PM	ZZAID	OPEN				
Action Description						
Re: York U Subway Could someone on the Subway planning board, Consider a Subway Station or a stop closer to the heavily populated Jane and Finch area. Thank you [REDACTED]						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
1/13/2006 1:46:06 PM	ZZAID	UPDATE				
Action Description						
Wrote again on Dec. 27 at 1:27 a.m.: Hi Everybody at TTC A humble question..Could you please bring that Spadina subway closer to Jane st. ??? Yours truly [REDACTED]						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
1/13/2006 1:46:25 PM	ZZAID	FRWD TO	SRICE	1/20/2006		
Action Description						
Forwarded to S. Rice for reply.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
1/16/2006 9:35:29 AM	ZZAID	CLOSE			1/16/2006	CASE 1022 [REDACTED]
Action Description						
Response sent January 16/06.						

From: Subway EA
 Sent: January 16, 2006 9:35 AM
 To: [REDACTED]
 Subject: RE: The New Subway

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study.

With regard to your suggestion, we wish to advise that because the subway alignment starts at Sheppard/Allen (Downsview Station) and needs to serve York University, it would not be feasible to provide a station for the Spadina Subway Extension at Jane/Finch. The closest station to Jane/Finch is Finch West Station, which is to be located on Keele Street at Finch Avenue West. The station facilities have been designed to provide convenient access for 14 - Finch West bus route, which serves the Jane/Finch area. The bus travel time to Finch West Station would be about 10 minutes.

Thank you again for your e-mail. Are you interested in being added to our strictly confidential project mailing list that will be used only to notify you of project progress and events? If so, please reply back to this e-mail.

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

From: [REDACTED]
 Sent: December 27, 2005 1:21 AM
 To: Subway EA
 Subject: The New Subway

Hi Everybody at TTC
 A humble question..Could you please bring that Spadina subway closer to Jane st. ???
 Yours truly
 [REDACTED]

Case # 1023

Company Name: Department:
 Title: First Name: [REDACTED] Last Name: [REDACTED] Position:
 Address:
 City: Province/State: ON Country: Canada Postal/Zip Code:
 Home Phone # Office Phone #
 Cell # Pager #
 Fax #
 Email: [REDACTED]
 Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication: HOME
 Date Received: 01-JAN-06 Time Received: 1:38 p.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
1/13/2006 1:48:25 PM	ZZAID	OPEN				
Action Description						
Re: Questions regarding Subway Extension Project Hello my name is [REDACTED] I am very interested in the new projects such as the subway extension to York University and Scarborough town centre. I have some question that are to my concern and would kindly appreciate if you could take the time to reply back to the following questions: 1.) What type of energy source will be used to support both the York and Scarborough subway extentions? 2.) Where will either one of these subway extentions extend to? 3.) Will either one of these extentions effect residential areas? if so what areas? Thank you very much for your time and hopefully you will respond as soon as possible! You can reply back by mailing at the following address: [REDACTED]						
Action Description						
Forwarded to S. Rice for reply.						
1/13/2006 1:48:43 PM	ZZAID	FRWD TO	SRICE	1/20/2006		
Action Description						
Forwarded to S. Rice for reply.						

Case # 1024

Company Name: Department:
 Title: First Name: [REDACTED] Last Name: [REDACTED] Position:
 Address:
 City: Province/State: ON Country: Canada Postal/Zip Code:
 Home Phone # Office Phone #
 Cell # Pager #
 Fax #
 Email: [REDACTED]
 Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 05-JAN-06 Time Received: 12:43 a.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
1/13/2006 1:51:10 PM	ZZAID	OPEN				
Action Description						
Re: Cost Why is it costing \$1.5 billion to construct a 6 km extension, whilst in Vancouver they are building a new line, with 9 km underground and two bridges, at a cost of \$2 billion? Is there anyway to obtain a breakdown of costs for construction?						
Action Description						
1/13/2006 1:51:33 PM	ZZAID	FRWD TO	SRICE	1/20/2006		
Action Description						
Forwarded to S. Rice for reply.						

CLOSED Case # 1025 DATE CLOSED: 1/16/2006 9:29:06 AM
 Company Name: Department:
 Title: First Name: Last Name: Position:
 Address:
 City: Province/State: ON Country: Canada Postal/Zip Code:
 Home Phone # Office Phone #
 Cell # Pager #
 Fax #
 Email:
 Project: SPADINA Contract:
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 12-JAN-06 Time Received: 11:44 a.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
1/13/2006 1:53:13 PM	ZZAID	OPEN				
Action Description						
Re: Finch West Station Modification Hello, I have a comment regarding the passenger pick-up/drop-off and Automatic entrance for the above station. As per the updated diagram, the Automatic entrance is located across the street from the pick-up/drop-off area. To avoid the need to cross the street between the two, it would be better to have some kind of underground tunnel between them, similar to the set up at the current Finch subway station on the Yonge line. cheers,						
-----Original Message-----						
From: [REDACTED]						
Sent: January 12, 2006 11:44 AM						
To: Subway EA						
Subject: Finch West Station Modification						
Hello,						
I have a comment regarding the passenger pick-up/drop-off and Automatic entrance for the above station. As per the updated diagram, the Automatic entrance is located across the street from the pick-up/drop-off area. To avoid the need to cross the street between the two, it would be better to have some kind of underground tunnel between them, similar to the set up at the current Finch subway station on the Yonge line.						
cheers,						
[REDACTED]						
MSNB Calendar keeps you organized and takes the effort out of scheduling get-togethers. http://join.msn.com/?pgmarket=en-ca&page=byoa/premix&PIID=1994&DI=103468U=http://hotmail.com/enca&HL=Market_MSNI5_Taglines Start enjoying all the benefits of MSNB Premium right now and get the first two months FREE*.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
1/13/2006 1:53:31 PM	ZZAID	FRWD TO	SRICE	1/13/2006		
Action Description						
Forwarded to S. Rice for reply.						
Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
1/16/2006 9:29:06 AM	ZZAID	CLOSE			1/16/2006	CASE 1025
Action Description						
Response sent Jan. 16/06.						

From: Subway EA
 Sent: January 16, 2006 9:28 AM
 To: [REDACTED]
 Subject: RE: Finch West Station Modification

Thank you very much for your interest in the Spadina Subway Extension Environmental Assessment Study.

With regard to your comments, we wish to advise that the location of the automatic entrance (i.e. either north or south of Four Winds Drive) will be reviewed during the design of the Spadina Subway Extension. Preliminary Demand forecasts indicate a separate entrance/tunnel would not be warranted for the Passenger Pick-Up/Drop Off. However, this issue will also be reviewed during design.

Are you interested in being added to our strictly confidential project mailing list that will be used only to notify you of project progress or events? If so, please reply back to this e-mail.

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

From: [REDACTED]
 Sent: January 12, 2006 11:44 AM
 To: Subway EA
 Subject: Finch West Station Modification

Hello,

I have a comment regarding the passenger pick-up/drop-off and Automatic entrance for the above station. As per the updated diagram, the Automatic entrance is located across the street from the pick-up/drop-off area. To avoid the need to cross the street between the two, it would be better to have some kind of underground tunnel between them, similar to the set up at the current Finch subway station on the Yonge line.

cheers,

MSNB Calendar keeps you organized and takes the effort out of scheduling get-togethers.
http://join.msn.com/?pgmarket=en-ca&page=byoa/premix&PIID=1994&DI=103468U=http://hotmail.com/enca&HL=Market_MSNI5_Taglines
 Start enjoying all the benefits of MSNB Premium right now and get the first two months FREE*.

CLOSED Case # 1026 DATE CLOSED: 2/1/2006 11:47:12 AM

Company Name: [REDACTED] Department: [REDACTED]
 Title: [REDACTED] First Name: [REDACTED] Last Name: [REDACTED] Position: [REDACTED]
 Address: [REDACTED]
 City: [REDACTED] Province/State: ON Country: Canada Postal/Zip Code: [REDACTED]
 Home Phone #: [REDACTED] Office Phone #: [REDACTED]
 Cell #: [REDACTED] Pager #: [REDACTED]
 Fax #: [REDACTED]
 Email: [REDACTED]
 Project: SPADINA Contract: [REDACTED]
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 06-DEC-05 Time Received: 10:25 a.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: [REDACTED] Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
2/1/2006 11:45:47 AM	ZZAID	OPEN				
Action Description						
-----Original Message----- From: [REDACTED] Sent: December 6, 2005 10:25 AM To: Middlebrook, Tom Subject: Spadina Subway Extension Good morning Tom, hope all is well. I have a client that is interested in [REDACTED] Kodiak Crescent. We have recently been informed of the expansion of the subway line and that it will be going through this area. My client does not want to sign a long term lease and his operation will be disturbed due to expropriation of the leased premises. Are you aware of the exact path taken for this expansion and if any buildings on Kodiak Crescent will be effected? Please advise. Regards, [REDACTED]						
2/1/2006 11:47:12 AM	ZZAID	CLOSE			12/6/2005	CASE 1026 [REDACTED]
Action Description						
Response sent by T. Middlebrook.						

From: Middlebrook, Tom
 Sent: December 6, 2005 11:33 AM
 To: [REDACTED]
 Cc: Subway EA
 Subject: RE: Spadina Subway Extension
 Good Morning [REDACTED] thank you for your query.

TTC is completing an Environmental Assessment (EA) Study for the extension of the Spadina Subway from Downsview Station to Steeles Avenue. The alignment starts at the north end of Downsview Station tail tracks (several hundred metres north of Sheppard), and turns through the Keele Employment area en route to the PDP lands on the south side of Sheppard.

At this time, the alignment would traverse the buildings sited at 11-15, 23, 40, 42 Kodiak as well as 1150 & 1170 Sheppard (Building C). TTC has noted to this point in time that the construction method would be "Cut & cover" - i.e. excavation from surface, which would mean dismantling the affected buildings.

TTC is currently reviewing the special track requirements for this area to determine if it can be moved elsewhere thereby lessening the construction impact (we would tunnel below the buildings rather than cut & cover).

Regardless, the [REDACTED] Kodiak Property is not affected by the proposed alignment for the extension of the Subway.

Please note that TTC is only doing the EA study; there is no funding for design and construction of the extension at this time.

I trust this addresses your concerns.

Regards, Tom

THOMAS G. MIDDLEBROOK, P.Eng.
 Chief Engineer
 Engineering & Construction Branch
 Toronto Transit Commission
 416 (416) 393-4112 ext 1000/middlebrook@ttc.com
 416 (416) 806-0006 ext 1118 Burchard St, Toronto, M5R 2H2

-----Original Message-----
 From: [REDACTED]
 Sent: December 6, 2005 10:25 AM
 To: Middlebrook, Tom
 Subject: Spadina Subway Extension

Good morning Tom, hope all is well. I have a client that is interested in [REDACTED] Kodiak Crescent. We have recently been informed of the expansion of the subway line and that it will be going through this area. My client does not want to sign a long term lease and his operation will be disturbed due to expropriation of the leased premises. Are you aware of the exact path taken for this expansion and if any buildings on Kodiak Crescent will be effected? Please advise.

Regards,

[REDACTED]

CLOSED Case # 1027 DATE CLOSED: 2/1/2006 11:51:03 AM

Company Name: Department: [REDACTED]
 Title: First Name: [REDACTED] Last Name: [REDACTED] Position: [REDACTED]
 Address: [REDACTED]
 City: Province/State: ON Country: Canada Postal/Zip Code: [REDACTED]
 Home Phone #: Office Phone #: [REDACTED]
 Cell #: Pager #: [REDACTED]
 Fax #: [REDACTED]
 Email: [REDACTED]
 Project: SPADINA Contract: [REDACTED]
 Received By: EMAIL Preferred Communication: EMAIL
 Date Received: 30-NOV-05 Time Received: 7:14 p.m.
 Responsibility: TTC Action Required: Y
 Potential Claim: Type of Concern: GENERAL INQUIRY

Date	Login ID	Action ID	Forward To	Due Date	Completion Date	Attachment
2/1/2006 11:50:12 AM	ZZAID	OPEN				
Action Description						
<p>-----Original Message----- From: [REDACTED] Sent: November 30, 2005 7:14 PM To: Middlebrook, Tom Subject: 1300 FINCH WEST UNIT # [REDACTED] I just received the information package ref. to Spadina subway extension. In your letter you are advising that our property will be directly impacted, this property belongs to [REDACTED] who resides overseas. Before i send this info package to him I wanted to know if possible to have a little bit more details. Is he going to loose the whole unit? Is he going to loose part or all the sidewalk in front of the unit?. Is he going to loose customer parking? Thank you in advance. [REDACTED]</p>						
Action Description						
2/1/2006 11:51:03 AM	ZZAID	CLOSE			12/6/2005	CASE 1027 [REDACTED].JIF.HTM
Response sent by T. Middlebrook.						

From: Middlebrook, Tom
 Sent: December 6, 2005 12:18 PM
 To: [REDACTED]
 Cc: Subway EA
 Subject: RE: 1300 FINCH WEST UNIT # [REDACTED]
 Good Afternoon [REDACTED]

TTC is completing an Environmental Assessment (EA) Study for the extension of the Spadina Subway from Downsview Station to Steeles Avenue. The alignment runs up Keele Street through the Keele / Finch intersection, and the plans call for a surface bus terminal along the east side of Keele Street, on the 3941, 3955 and 3965 Keele Street properties. The bus terminal would also cut off the Keele Street driveway access on both the north and south sides of the 3955 Keele Street property. TTC will provide replacement access from the north.

TTC has no intentions to affect the 1300 Finch Avenue building or parking. There may be some minor changes at the NW corner of the 1300 Finch property, but it is too soon to tell as further design work would need to be completed.

Please note that TTC is only doing the EA study; there is no funding for design and construction of the extension at this time.

I trust this answers your queries. Please feel free to contact me if you should have further questions.

Regards: Tom

-----Original Message-----
 From: [REDACTED]
 Sent: November 30, 2005 7:14 PM
 To: Middlebrook, Tom
 Subject: 1300 FINCH WEST UNIT # [REDACTED]

I just received the information package ref. to Spadina subway extension. In your letter you are advising that our property will be directly impacted, this property belongs to [REDACTED] who resides overseas. Before i send this info package to him I wanted to know if possible to have a little bit more details. Is he going to loose the whole unit? Is he going to loose part or all the sidewalk in front of the unit?. Is he going to loose customer parking?

Thank you in advance.

[REDACTED]