

APPENDIX C

KEY CORRESPONDENCE WITH STAKEHOLDERS/EXTERNAL AGENCIES



Rice, Stephanie

From: Rice, Stephanie
Sent: January 23, 2006 1:44 PM
To: 'Hainsworth, Cathy [CEAA]'
Cc: Middlebrook, Tom; Laurin, Pierre; 'Scott_Thorburn@URSCorp.com'
Subject: Spadina Subway Extension EA Documentation

Hi Cathy - We'd like to append a letter to the EA report which advises of the status of CEAA "triggers" vis-à-vis" the project (ie. No triggers at this time, but interested federal authorities (ie. Those who may trigger in future) would include the following).
 Would you kindly send us a letter to confirm.
 If you would like to discuss, please call me.
 Thanks,
 Stephanie

Stephanie Rice PMP, MCIP, RPP
 Senior Project Coordinator,
 Engineering Department, Toronto Transit Commission
 2nd Floor, 1130 Bathurst Street Toronto, ON M5R 3H2
 Tel: (416) 393-2198 Fax: (416) 338-0414 Email: Stephanie.Rice@ttc.ca

23/01/2006

Please advise us of your name and organization.

Name	MIKE KARSEBOM										
Organization	TORONTO/DOWNSVIEW AIRPORT BOMBARDIER INC										
Address	123 GERRATT BLVD										
City/Province	TORONTO, ON										
Postal Code	M3K-1Y5										
Telephone	(4	1)	3	7	3	7	5	6	4
Extension											
Fax	(4	1)	3	7	5	4	5	3	5
Email Address	MIKE.KARSEBOM@AEPD.BOMBARDIER.COM										

October 6 2005

SECTION 1: SELECTION OF PREFERRED ALIGNMENT

The combined alternatives of **S2 (pink)** and **N3 (white)** have been selected as the *preferred alignment* (see Exhibit 1). S2 was selected from four alternatives in the south section and N3 was selected from among three alternatives in the north section. Please review Exhibits 2-5, which highlight these alternative alignments and the analysis summary for both the south section (Downsview Station to Finch Ave.) and the north section (Finch Ave. to Steeles Ave.).

QUESTION 1 PREFERRED ALIGNMENT

Tell us what you think about the analysis and selection of Alternative S2 / N3 as the preferred alignment.

I agree with the preferred alignment.

- I disagree with the selection of **Alternative S2 (Pink)** as the preferred alternative alignment for the **south section**. I prefer (check one box):
 - Alternative S1 (Orange)
 - Alternative S3 (Blue)
 - Alternative S4 (Green)

Please tell us why.

- I disagree with the selection of **Alternative N3 (White)** as the preferred alternative alignment for the **north section**. I prefer (check one box):
 - Alternative N1 (Yellow)
 - Alternative N2 (Purple)

Please tell us why.

** See Glossary (Page 9) for definitions of words marked in *italics*.

October 6 2005

SECTION 2: STATION LAYOUTS

Stations will be located at Sheppard West, Finch West, York University and Steeles West. Each station will have *pedestrian entrances*. Finch West and Steeles West Stations will also have *bus terminals*, *commuter parking* and a *passenger pick-up and drop-off*.

QUESTION 2A SHEPPARD WEST STATION

Sheppard West Station will include pedestrian entrances only. Please review the proposed station layout shown on Exhibit 6 and tell us what you think:

I agree with the station layout as shown.

I agree, with minor changes.

If you selected "I agree, with minor changes", please tell us what changes you would make.

I disagree. Major changes are required.

If you selected "I disagree", please explain what should be changed and why.

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QUESTION 2B FINCH WEST STATION

Finch West Station will include the following surface facilities:

- Pedestrian Entrances
- TTC Bus Terminal (8-10 bays)
- Passenger Pick-up and Drop-off
- Commuter Parking (400 spaces)

Five options were considered for the layout of the Finch West Station. Option 5 has been selected as the preferred station layout (see Exhibit 7). Please review Exhibit 7 along with the four other options shown in Exhibits 8-11. Exhibit 12 presents a summary of the analysis of the five options. Tell us what you think about the analysis and selection of Option 5 as the preferred Finch West Station layout.

- I agree with the selection of Option 5.
- I agree with the selection of Option 5, but with comments on the following facilities (check as many as apply):
- Pedestrian Entrances
 - Bus Terminal
 - Commuter Parking
 - Passenger Pick-up and Drop-Off
 - Other (please describe) _____

Please give us your comments.

- I disagree with the selection of Option 5. I prefer (Check one):
- Option 1
 - Option 2
 - Option 3
 - Option 4

If you selected "I disagree", please explain what should be changed and why.

October 6 2005

Please review the two alternative commuter parking lot locations shown in Exhibit 7.

- Tell us which commuter parking lot location you prefer (check one):
- Commuter Parking Lot A
 - Commuter Parking Lot B
 - Other (please describe) _____

Please tell us why. LOCATED ON SAME SIDE OF KEELE
AS MAIN SUBWAY ENTRANCE

Please review the two alternative Passenger Pick-up and Drop-off locations shown in Exhibit 7.

- Tell us which Passenger Pick-up and Drop-off location you prefer (check one):
- Passenger Pick-up and Drop-off A
 - Passenger Pick-up and Drop-off B
 - Other (please describe) _____

Please tell us why. CLOSEST LOCATION TO MAIN ENTRANCE

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QUESTION 2C YORK UNIVERSITY STATION

York University Station will include pedestrian entrances only. Please review the proposed station layout shown on Exhibit 13 and tell us what you think:

I agree with the station layout as shown.

I agree, with minor changes.

If you selected "I agree, with minor changes" please tell us what changes you would make.

I disagree. Major changes are required.

If you selected "I disagree" please explain what should be changed and why.

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QUESTION 2D STEELES WEST STATION

Steeles West Station will include the following surface facilities:

- Pedestrian Entrances
- TTC, York Region Transit/VIVA and GO Transit Inter-regional bus terminal (30-35 bays)
- Passenger Pick-up and Drop-off
- Commuter Parking (2,000 to 3,000 spaces)

Four options were considered for the layout of the Steeles West Station. Option 1A has been selected as the preferred station layout (see Exhibit 14). Please review Exhibit 12 along with the three other options shown in Exhibits 15-17. Exhibit 18 presents a summary of the analysis of the four layout options. Tell us what you think about the analysis and selection of Option 1A as the preferred Steeles West Station layout.

I agree with the selection of Option 1a.

I agree with the selection of Option 1a, but with comments on the following facilities (check as many as apply):

- Pedestrian Entrances
- Bus Terminal
- Commuter Parking
- Passenger Pick-up and Drop-Off
- Other (please describe) _____

Please give us your comments.

I disagree with the selection of Option 1a. I prefer (Check one):

- Option 1b
- Option 2
- Option 3

If you selected "I disagree", please explain what should be changed and why.

October 6 2005

SECTION 3: ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

3. Exhibit 19 shows the anticipated *environmental impacts* of the preferred alignment and proposed *mitigation measures*. Please review this table.

QUESTION 3A ENVIRONMENTAL IMPACTS

Are there any environmental impacts that have been missed?

No

Yes

If you answered "yes", please tell us what has been missed and what mitigation measure you would propose.

October 6 2005

QUESTION 3B MITIGATION MEASURES

Would you change or add any mitigation measures to address the list of environmental impacts?

I have no comments.

I would change a mitigation measure(s).

If you would change a measure(s), please describe what changes you would make (Please give a reference number for the measure that you are commenting on.)

I would add a mitigation measure(s).

If you would add mitigation measure(s), please describe these below.

October 6 2005

SECTION 4: CLOSING COMMENTS

QUESTION 4A.

What statement below best summarizes your comments on the recommended alignment and station layouts?

I agree with the recommended alignment and station layouts as presented today.

I agree with the recommendations presented today, subject to the following conditions (please list these below):

I disagree with the following recommendations presented today (check as many as apply):

- Preferred Alignment S2West
- Preferred Alignment N1
- Sheppard West Station Layout
- Finch West Station Layout
- York University Station Layout
- Steeles West Station Layout

Please use the space below to provide us with any further comments on why you disagree.

October 6 2005

QUESTION 4B. Do you require any follow-up by our Study Team?

I would like to have a separate meeting with the Study Team.

I would like a study team member to contact me by telephone.

I would like additional information to be mailed/emailed to me.

Please list the issues you would like to discuss or details of your request for further information below.

Rice, Stephanie

From: SanMiguel.S@forces.gc.ca
Sent: October 4, 2005 5:33 PM
To: Rice, Stephanie
Cc: Cathy.Hainsworth@ceaa-acee.gc.ca; Mulawyshyn.AM@forces.gc.ca
Subject: RE: REPLY REQUESTED - SPADINA SUBWAY EXTENSION PHASE 3 STAKEHOLDERS WORKSHOP

Hi Stephanie,

Thank you for the invitation, but neither Jason Czarnecki nor I will be able to attend the meeting on Thursday. For your information, Capt Czarnecki has been sent to the Sudan and will be away for the next several months. Capt Amanda Mulawyshyn has assumed his duties as the Acting DCO, ASU Toronto, and is therefore the new contact person at the ASU for this project. Capt Mulawyshyn has been involved in this project as the Construction Engineering Officer and is aware of the discussions held during previous meetings with the TTC. Indeed, you may remember Capt Mulawyshyn from our last meeting here at Denison on 23 June 2005. Her phone number is: 416-633-6200 ext 3793 and her email is as shown in the CC line above.

Given that DND no longer triggers a federal environmental assessment (based on the choice of preferred alignment announced last month), our active participation in the project no longer seems to be required. We therefore request to be removed from the TAC and Stakeholder Workshop participant lists. That said, as close neighbours to the project, we would still like to receive updates on the project and may participate in public sessions or provide comments if the need arises. Also, please do not hesitate to contact us directly should you have any questions or concerns related to our operations.

Cheers,
Stephanie
Environmental Projects Coordinator
LFCAHQ / AEngr
PO Box 5000
Downsview, ON M3M 3J5
tel: (416) 633-6200 ext. 5805
fax: (416) 631-5349
CSN: 634-5805

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

From: Stephanie.Rice@ttc.ca [mailto:Stephanie.Rice@ttc.ca]
Sent: Wednesday, 28, September, 2005 16:25 PM
To: apinker@toronto.ca; bwilliston@trca.on.ca; Czarnecki.JE@forces.gc.ca; Cathy.Hainsworth@ceaa-acee.gc.ca; jmusters@toronto.ca; Roy.McQuillin@vaughan.ca; SanMiguel.S@forces.gc.ca; uwe_mader@city.toronto.on.ca; rachel.houde@mto.gov.on.ca; PDSOUZA@toronto.ca
Subject: REPLY REQUESTED - SPADINA SUBWAY EXTENSION PHASE 3 STAKEHOLDERS WORKSHOP

Just a reminder about next week's meeting. Would you please let me know by return email whether or not you will be attending. Thanks, Stephanie

9:30 am to 12:00 NOON
Thursday October 6th 2005
York University
4700 Keele Street
Founders Assembly Hall (see Building 50 on the attached campus map)
<http://www.yorku.ca/web/futurestudents/map/KeeleMasterMap.pdf>

23/01/2006

Stephanie Rice PMP, MCIP, RPP
Senior Project Coordinator
Engineering and Construction
Toronto Transit Commission
2nd Floor, 1138 Bathurst Street Toronto, ON M5R 3H2
Tel: (416) 393-2198 **Fax:** (416) 338-0414 **Email:** Stephanie.Rice@ttc.ca

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23/01/2006

Rice, Stephanie

From: colleen.mitchell@esso.ca
Sent: January 11, 2006 10:50 AM
To: Rice, Stephanie
Subject: Re: FW: Spadina Subway Extension - Environmental Assessment Update - Pipeline Companies

Hello Stephanie,

Sorry for the delay. I don't really have any comments, I anticipate much more involvement in the design stage prior to and including the permit/agreement stage. Have a great day.

Regards,
Colleen Mitchell
Right-of-Way Coordinator
Pipelines and Terminals
Tel: (905) 689-6462
Cell: (905) 516-1197
Fax: (905) 689-3553
Email: colleen.mitchell@esso.ca

<Stephanie.Rice@ttc.ca>
a>
canadian.com>, <colleen.mitchell@esso.ca>
To: <ekarpiel@sun-
cc:
Subject: FW: Spadina Subway
Extension - Environmental Assessment Update - Pipeline
12/22/05 05:12 PM Companies

Part 2 of 2

-----Original Message-----
From: Rice, Stephanie
Sent: December 22, 2005 12:18 PM
To: 'ann.newman@cnpl.enbridge.com'; 'bill.ferris@enbridge.com';
'colleen.mitchell@esso.ca'; 'Ed Karpel'; 'fgaudio@tnpi.ca'; 'skorpalt@tnpi.ca';
'wwatt@tnpi.ca'; 'bwang@tnpi.ca'
Cc: 'Scott Thorburn/Toronto/URSCorp'; Middlebrook, Tom; Laurin, Pierre
Subject: Spadina Subway Extension - Environmental Assessment Update - Pipeline Companies

I am writing to advise that the key EA recommendations were approved by the Commission on November 28, 2005(see Directives attached), Planning/Transportation and Works Committee on November 30, 2005and City of Toronto Councilon December 5-7, 2005.

A copy of Executive Summary of the Draft EA Report is available on our website via the

following link.

http://www.toronto.ca/ttc/spadina_extension/Images/executive_summary_EA_draft-report_november_17_2005.pdf

I've also attached the last 3 chapters of the draft EA Report, which includes the following:

- Chapter 7 - Detailed description of the Spadina Subway Extension
- Chapter 8 - Expected environmental impacts and proposed mitigation measures
- Chapter 9 - Commitments to future work

We anticipate that more detailed design and pipeline crossing agreements will be required during design of the Subway and we have included these in the Commitments to Future Work.

We'd appreciate if you'd review Chapters 8 and 9 and let us know if you have any comments/concerns. Because we plan to submit the EA Report by the end of January, your comments on/by January 10, 2005would be appreciated.

In the meantime, please contact me directly if you have any comments/questions. We also have CD's available of the whole EA draft Report - please advise if you would like us to send you a copy.

Happy holidays.

Stephanie Rice
(416) 393-2198

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Toronto Transit Commission
Engineering & Construction Branch

No.: 1
Date: September 14, 2005.
File:

Minutes of Meeting

Meeting Date: September 8, 2005
Place: URS Canada Inc., 75 Commerce Valley Drive East
Project No.: A85-63
Project Name: Spadina Subway Extension Environmental Assessment
Present: Eugene Chen URS
Ed Karpel Sun-Canadian
Satish Korpai Trans-Northern
Pierre Laurin TTC - Engineering
Colleen Mitchell Esso
Ann Newman Enbridge
Stephanie Rice TTC - Engineering
Scott Thorburn URS
Walter Watt Trans-Northern
Berrin Wang Trans-Northern
Tom Middlebrook TTC - Engineering
Domenic Garisto TTC - Property Development
Charles Wheeler TTC - Property Development
Copies to :All present,
Purpose of meeting: Spadina Subway Extension – Meeting with Pipeline Companies

The following is a summary of subjects discussed and conclusions reached at the above meeting. Please advise of any errors or omissions.

Item	Discussion	Action By
1.0	EA STATUS	
1.1	Scott Thorburn advised as follows: <ul style="list-style-type: none"> PCC # 3 – scheduled for October 2/6th. Commission/ City Committee approval – late November. Toronto City Council approval – December. MOE Submission – by end of 2005. 	Note
2.0	PIPELINE COMPANY ISSUES	
2.1	<u>Relationship between Proposed Subway Tunnels and Pipelines</u> Scott Thorburn advised as follows: <ul style="list-style-type: none"> Subway alignment would cross Finch Hydro corridor under Keele Street, approximately 10 metres below the vertical alignment of the pipelines. Subway tunnels would be constructed by tunneling method at the location of the pipelines crossing. The preferred subway alignment (Option N3) would pass under the Schulich Building (York University). Further investigations need to be conducted to confirm the vertical alignment under Schulich, but the results are not expected to have a significant impact on vertical alignment of the tunnels passing under the Finch Hydro corridor pipelines. No concerns were raised by the pipeline companies about the vertical separation of 10 metres between the pipelines and the Subway tunnels. 	Note

Toronto Transit Commission
Engineering & Construction Branch

No.: 1
Date: September 14, 2005.
File:

Minutes of Meeting

Item	Discussion	Action By
2.2	<u>Finch Hydro Corridor Pipelines Information</u> <ul style="list-style-type: none"> Finch Hydro Corridor includes 6 pipelines, of varying diameter: <ul style="list-style-type: none"> Trans-Northern, Sun-Canadian, Esso, and Trans-Canada pipelines run under the north side of the Corridor. Enbridge's pipeline runs under the south side of the Corridor. All pipelines carry crude or refined oil products (i.e. no natural gas). Trans-Northern and Enbridge are federally-regulated. Sun-Canadian and Esso are under Provincial jurisdiction. Trans-Northern and Sun-Canadian transmitted drawings to URS during the meeting. Ed Karpel advised that locates should be conducted to confirm exact pipeline locations (especially vertical alignment). Esso and Enbridge have previously transmitted drawings. The pipeline companies also advised that some above-ground infrastructure is situated about 300 metres east of Keele Street (i.e. east of proposed commuter parking lot). The pipeline companies were requested to review the location of above-ground infrastructure in the vicinity of Keele Street and to transmit plans, etc. to Scott Thorburn (Scott_Thorburn@URSCorp.com). 	Note Note Note All Pipeline Companies
2.3	<u>Soil Conditions</u> Scott Thorburn advised that geotechnical investigations are currently underway. Previous investigations in the vicinity have not detected bedrock in the vicinity of the Finch Hydro corridor.	Note
2.4	<u>Proposed Commuter Parking Lot</u> Scott Thorburn presented plans for commuter parking/ Passenger Pick-up and Drop-off in the Finch Hydro corridor as follows: <ul style="list-style-type: none"> Commuter lot would consist of 200 to 400 spaces. Lot could be located on east or west side of Keele or both. Passenger pick-up and drop-off location shown in Hydro corridor, west of Keele Street is under review. <p>The pipeline companies identified the following issues:</p> <ul style="list-style-type: none"> Prefer to have minimal infrastructure over/near pipelines (such as drainage conduits, pavement, and structures). East-west road, north of Hydro corridor, is owned by Shell Canada. Pipelines lease their easements from Ontario Realty Corporation; therefore, TTC/City's agreement with ORC would need to include indemnify clauses to protect the pipeline companies. 	Note Note
2.5	<u>Issues Requiring Follow-up During Design Phase</u> <ul style="list-style-type: none"> Pipeline locates field work. Cathodic protection of pipelines. Pipeline leak detection/containment. DC current transmittal mitigation (from Subway to pipelines). Geotechnical monitoring during construction. Legal agreement between TTC/pipeline companies (likely similar to 	Note

Toronto Transit Commission
Engineering & Construction Branch

Minutes of Meeting

No.: 1
Date: September
14, 2005.
File:

Item	Discussion	Action By
	agreement prepared for Sheppard Subway pipeline crossings west of Leslie Station).	
	It was agreed that commitments to future work will be included in the Environmental Assessment Report.	TTC/URS
3.0	OTHER BUSINESS	
3.1	Stephanie Rice will provide an update of any new issues affecting the pipeline companies in advance of the Stakeholder Agencies Workshop (to be held October 6 th , 2005).	Stephanie Rice
	Minutes Prepared by: Original Signed by Stephanie Rice Senior Project Co-ordinator 80-100	

Rice, Stephanie

From: Read, Rob [Burlington] [Rob.Read@ec.gc.ca]
Sent: Tuesday, October 18, 2005 1:43 PM
To: Rice, Stephanie
Subject: RE: **REMINDER** SPADINA SUBWAY EXTENSION INDIVIDUAL ENVIRONMENTAL ASSESSMENT - PHASE 3 STAKEHOLDER AGENCIES WORKSHOP - OCTOBER 6TH 200

Stephanie,

Thank you for providing us with a copy of the materials from your stake holder's workshop that was held on 6 October 2005. We have reviewed the material and determined that we have no input to provide regarding the alternative options that have been presented. We do, however, have interest in the summary of potential environmental impacts and mitigation measures as presented in Exhibit 19 of the information package we were sent.

Based on the format that the potential impacts and mitigation measures were presented, we assume that they are preliminary and will include more detail when the EA report is developed. In particular, we would like to provide you with advice for the sections dedicated to vegetation, surface water, ground water, and air quality to assist you in the development of the EA report. Please note that we have a regulatory interest in these factors as administrators of the *Migratory Birds Convention Act*, the *Canadian Environmental Protection Act 1999*, and subsection 36(3) of the *Fisheries Act*. Information and comments provided should not be construed as a fettering of the federal government's ability to make decisions and/or enforce any applicable regulations.

Vegetation:

Although we anticipate that the extent of vegetation clearing will be minimal, the information provided in Exhibit 19 does not explain the extent and composition of vegetation that requires removal. We ask that you provide this information in the EA report when it is developed so that we can assess the potential for impacts on migratory birds.

The "incidental take" of migratory birds and the disturbance, destruction or taking of the nest of a migratory bird are prohibited under section 6 of the *Migratory Bird Regulations* (MBR's), under the authority of the *Migratory Birds Convention Act, 1994*. "Incidental take" is the killing or harming of migratory birds due to actions, such as economic development, which are not primarily focused on taking migratory birds. No permit can be issued for the incidental take of migratory birds or their nests as a result of economic activities.

Project construction activities, such as vegetation clearing, site access and staging could potentially result in the destruction of migratory birds or their nests if conducted in migratory bird habitat, particularly during the breeding season

The following mitigation measures should be implemented by the proponent to avoid significant adverse environmental effects on migratory bird species potentially breeding in the project area:

Construction activities with the potential to destroy migratory birds, such as vegetation clearing, should not take place in migratory bird habitat during the breeding season, which we define to be:
May 1 – July 23.

If the proponent must conduct works within breeding bird habitat during the identified breeding season for migratory birds, a nest survey should be conducted by a qualified avian biologist prior to commencement of the works to identify and locate active nests of species covered by the *Migratory Birds Convention Act*. A mitigation plan (which may include establishing appropriate buffers around active nests) should then be developed to address any potential impacts on migratory birds or their active nests, and should be approved by Environment Canada – Ontario Region prior to implementation.

Please note that these recommendations are solely intended to avoid significant adverse environmental effects on migratory birds. This advice does not provide an authorization for incidental take or for the disturbance, destruction or taking of nests under the MBRs, nor does it provide a guarantee that the project will not result in contravention of the MBRs. It remains the proponent's responsibility to meet the requirements of the MBRs. Should this project or activities associated with it result in the contravention of the MBRs, prosecution under the *Migratory Birds Convention Act* may be initiated.

Surface and Ground Water:

Although unlikely in this case, any contaminants that are mobilized by the project activities and that enter adjacent waterways may have potential implications under the federal *Fisheries Act*.

If, as indicated in Exhibit 19, mitigation measures are required to improve water quality of discharges, we suggest that the TTC provide a level of storm water treatment that is consistent with the guidelines in the Ontario Ministry of the Environment's (MOE) Stormwater Management Planning and Design Manual (March 2003) (<<http://www.ene.gov.on.ca/envision/gp/4329eindex.htm>>).

The *Compliance and Enforcement Policy for the Habitat Protection and Pollution Prevention Provisions of the Fisheries Act* states that compliance with the federal *Fisheries Act* is mandatory. Subsection 36(3) of the *Fisheries Act* specifies that unless authorized by federal regulation, no person shall deposit or permit the deposit of deleterious substances of any type in water frequented by fish, or in any place under any conditions where the deleterious substance, or any other deleterious substance that results from the deposit of the deleterious substance, may enter any such water. Proponents should note that only a federal regulation under the *Fisheries Act* or another Act of Parliament can authorize a discharge of a deleterious substance; no federal permit, provincial, territorial or municipal regulatory permit or approval allows for exemption from the *Fisheries Act*.

In the application of the *Fisheries Act*, court cases have accepted that a discharge or effluent that is acutely lethal to fish is deleterious. In other words, results of tests designed to determine whether fish will die in an effluent or discharge within a specified time period will determine one aspect of deleteriousness. However, any substance with a potentially harmful chemical, physical or biological

effect on fish or fish habitat is also deleterious. For example, substances which smother rearing areas or spawning grounds, or interfere with reproduction, feeding or respiration of fish, at any point in their life cycle are also considered deleterious.

The act of depositing a deleterious substance should be considered a violation of the *Fisheries Act*, regardless of whether the water itself is made deleterious by the deposit. Subsection 36(3) of the *Fisheries Act* makes no allowance for a mixing or dilution zone.

Any measurements or tests to determine whether something is deleterious should be done where the substance is at its highest concentration, typically at the point of discharge to the receiving water.

Notwithstanding the proponent's obligations to comply with subsection 36(3) of the *Fisheries Act*, the following measures are recommended to prevent, or at least minimize, adverse effects on surface water and groundwater quality. Many of our recommendations are complimentary to those already outlined in Exhibit 19.

During the project:

- Secure stockpiled materials and excavated soils where there is a risk that loose materials could be washed or floated away and enter surrounding water bodies via surface run-off or through storm drains.
- Refuel vehicles and equipment off slopes and away from storm drains.
- Store all oils, lubricants, fuels and chemical products in secure areas to prevent their accidental release into the environment.
- Capture, contain and clean up any spills and leaks immediately and report spills, as required, to the Ministry of the Environment's 24 hour spills hotline. Ensure there is an adequate supply of clean-up materials on site as well as crews fully trained on their use.
- Identify, contain, and remove any contaminated soils or other contaminated materials off-site to a licensed disposal facility.

Following demolition:

- Monitor to determine the presence of residual contaminants in the soils. If results indicate that contaminants are present, conduct further testing to determine and prevent their migration to surface water and groundwater.

Impacts on the Local Terrain and Topography:

To minimize impacts (erosion, flooding or subsidence) of the trench work on the local terrain:

- If dewatering is required, avoid discharging onto areas that are prone to flooding or erosion.
- Apply wet weather restrictions on construction activities to reduce surface run-off from exposed work areas and to minimize the risk of inundated trenches.
- Backfill and compact excavations as soon as possible. Optimize the degree of soil compaction to minimize erosion and where possible allow for vegetation to re-establish.
- Provide additional clean backfill in areas that are prone to subsidence.

Air Quality

To mitigate impacts on ambient air quality from vehicular emissions and from concentrations of chemical pollutants, exposed soils, dust and other particulate matter during construction we offer the following to add to and/or compliment the measures outlined in Exhibit 19:

- Use new or well-maintained heavy equipment and machinery, preferably fitted with muffler/ exhaust system baffles and engine covers.
- Comply with operating specifications for heavy equipment and machinery.
- Minimize operation and idling of gas-powered equipment and vehicles, in particular, during smog advisories.
- Minimize vehicle traffic on exposed soils and stabilize high traffic areas with clean gravel surface layer or other suitable cover material.
- Avoid excavation, and other construction activities with potential to release airborne particulates, during windy and prolonged dry periods.
- Stabilize stockpiled excavated soils in areas that are upwind of sensitive receptors.
- Cover or otherwise contain loose construction materials that have potential to release airborne particulates during their transport, installation or removal.
- Spray water to minimize the release of dust from gravel, paved areas and exposed soils. Use chemical dust suppressants only where necessary on problem areas.
- Restore disturbed areas as soon as possible to minimize the duration of soil exposure.

I trust that these comments and recommendations will assist the TTC in the development of the EA report for this project. We appreciate the opportunity to provide comments on this project and look forward to receiving a copy of the EA report for our review. If you wish to discuss any of these comments, do not hesitate to contact me at (905) 336-4954 or via email at Rob.Read@ec.gc.ca

<mailto:Rob.Read@ec.gc.ca>.

Regards,

Rob Read
Environmental Assessment Officer
Environmental Assessment Section
Great Lakes & Corporate Affairs
Environment Canada -Ontario Region
Box 5050, 867 Lakeshore Rd.
Burlington, Ontario L7R 4A6
ph: (905) 336-4954
fax: (905) 336-8901
e-mail: rob.read@ec.gc.ca

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

From: Stephanie.Rice@ttc.ca [mailto:Stephanie.Rice@ttc.ca]

Sent: Wednesday, September 28, 2005 4:18 PM

To: AFreeman@trca.on.ca; Adrian.Benvenuto@mcl.gov.on.ca; Al.Horsman@pir.gov.on.ca; alex.lye@orc.gov.on.ca; awilson@fbo.yorku.ca; barry.crowe@york.ca; GTIS-AirdBillCTA@cmc.ec.gc.ca; blashbro@toronto.ca; bvanops@toronto.ca; purvesb@yorku.ca; cameron@blackwatercommunications.com; Czamecki.JE@forces.gc.ca; cwong@yorku.ca; cramdial@toronto.ca; Dave.Reynolds@cn.ca; corporateplanning@torontopolice.on.ca; dgendron@toronto.ca; Denton.Miller@ene.gov.on.ca; Ellen.Schmarje@ene.gov.on.ca; ernie.hamilton@shell.com; Ernie.Hartt@ene.gov.on.ca; fscott@toronto.ca; Frank.Kenyeres@mah.gov.on.ca; fgaudio@tnpi.ca; GWilkins@trca.on.ca; grogals@toronto.ca; K.Willson@ene.gov.on.ca; Matos,Laud: DFO XCA; ldesorcy@toronto.ca; Lori.Byers@ene.gov.on.ca; jkelly@city.toronto.on.ca; malcolm.horne@mcl.gov.on.ca; mario.silva@tdsb.on.ca; mtrevel@toronto.ca; mrojas@toronto.ca; mbrent@trca.on.ca; Mary-Frances.Turner@york.ca; mwright@toronto.ca; mike.karsseboom@aero.bombardier.com; nancy.mudrinic@pir.gov.on.ca; nmacfar@toronto.ca; Cresswel@toronto.ca; PDSOUZA@toronto.ca; pbain@toronto.ca; paul.dockrill@HydroOne.com; Peter.Balaban@ene.gov.on.ca; peter.kole@tcdsb.org; Dobos,Rob [Burlington]; Read,Rob [Burlington]; rmcphail@toronto.ca; rskelton@mrc.ca; smartindale@neb-one.gc.ca; corporateplanning@torontopolice.on.ca; skorpal@tnpi.ca; scowden@toronto.ca; Shari.Prowse@mcl.gov.on.ca; Solange.Desautels@ene.gov.on.ca; SanMiguel.S@forces.gc.ca; tahirm@fbo.yorku.ca; tbowering@toronto.ca; theresa.fancy@mnr.gov.on.ca; tom.chrzan@mcl.gov.on.ca; toni.paolasini@HydroOne.com; tgenco@pdp.ca; wwatt@tnpi.ca; wayne.mceachern@vaughan.ca; irene.mcneil@york.ca; jmusters@toronto.ca; Roy.McQuillin@vaughan.ca; SanMiguel.S@forces.gc.ca; uwe_mader@city.toronto.on.ca; icamero@toronto.ca

Cc: Tom.Middlebrook@ttc.ca; Pierre.Laurin@ttc.ca; ltinker@toronto.ca

Subject: **REMINDER** SPADINA SUBWAY EXTENSION INDIVIDUAL ENVIRONMENTAL ASSESSMENT - PHASE 3 STAKEHOLDER AGENCIES WORKSHOP - OCTOBER 6TH 200

Further to my email of September 7 2005, I am writing to remind you of our October 6th 2005 stakeholders workshop. We would appreciate if you would RSVP to let us know whether or not you will be attending at your soonest convenience. This helps us to plan staffing levels, etc for the event.

Thanks, Stephanie

Stephanie Rice FMP, MCIP, RPP

Senior Project Coordinator
Engineering and Construction
Toronto Transit Commission
2nd Floor, 1138 Bathurst Street Toronto, ON M5R 3H2
Tel: (416) 393-2198 Fax: (416) 338-0414 Email: Stephanie.Rice@ttc.ca

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

From: Rice, Stephanie
Sent: Wednesday, September 07, 2005 5:15 PM
To: 'AFreeman@trca.on.ca'; 'Adrian.Benvenuto@mcl.gov.on.ca'; 'Al.Horsman (Al.Horsman@pir.gov.on.ca)'; 'alex.lye@orc.gov.on.ca'; 'all3@toronto.ca'; 'Allen.Pinkerton'; 'Ailison.Melstich'; 'awilson@bo.yorku.ca'; 'alarkin@toronto.ca'; 'ann.newman@cnpl.enbridge.com'; 'barny.crowe@york.ca'; 'bwang@tncpi.ca'; 'GTS-AirdBillICTA@ms-exch.cmc.ec.gc.ca'; 'bill.femis@enbridge.com'; 'blashbro@toronto.ca'; 'bshifman@sc-bc.ca'; 'Brian.Van.Opstal'; 'purvesb@yorku.ca'; 'cameron@blackwatercommunications.com'; 'Czarnecki.JE@forces.gc.ca'; 'Charles.O'Hara'; 'luk@toronto.ca'; 'crwong@yorku.ca'; 'cramdial@toronto.ca'; 'colleen.m.mitchell@esso.ca'; 'Culshaw, John'; 'Dave.Reynolds@cn.ca'; 'corporateplanning@torontopolice.on.ca'; 'dgendron@toronto.ca'; 'Denton.Miller@ene.gov.on.ca'; 'McClymont-Peace,Diane: HC LOTUS'; 'Ed.Karpiel'; 'Ellen.Schmarje@ene.gov.on.ca'; 'ernie.hamilton@shell.com'; 'Ernie.Hart@ene.gov.on.ca'; 'fscott@toronto.ca'; 'Frank.Kenyeres@mah.gov.on.ca'; 'fgaudio@tncpi.ca'; 'brewerg@yorku.ca'; 'GWilkins@trca.on.ca'; 'Gerry.Rogalski'; 'Joseph.ruscilli@tcdsb.org'; 'K.Wilson@ene.gov.on.ca'; 'Matos.Laud: DFO XCA'; 'Idesorcy@toronto.ca'; 'Iava@toronto.ca'; 'Lori.Byers@ene.gov.on.ca'; 'Fitz-Gerald.MD@forces.gc.ca'; 'jkelly@city.toronto.on.ca'; 'malcolm.home@mcl.gov.on.ca'; 'mario.silva@tdsb.on.ca'; 'mtrevel@toronto.ca'; 'mroias@toronto.ca'; 'mbrent@trca.on.ca'; 'Turner, Mary-Frances'; 'mwright@toronto.ca'; 'mike.karsseboom@aero.bombardier.com'; 'Nancy.Mudrinic (nancy.mudrinic@pir.gov.on.ca)'; 'nmacfar@toronto.ca'; 'Cresswell@toronto.ca'; 'Pascoal D'Souza'; 'pbain@toronto.ca'; 'paul.dockrill@HydroOne.com'; 'Peter.Balaban@ene.gov.on.ca'; 'peter.kole@tcdsb.org'; 'Rob.Dobos@ec.gc.ca'; 'Read,Rob (Burlington)'; 'rmcp@toronto.ca'; 'Roy.Skelton'; 'Sandra.Martindale'; 'corporateplanning@torontopolice.on.ca'; 'skorpai@tncpi.ca'; 'scowden@toronto.ca'; 'Shari.Frowse@mcl.gov.on.ca'; 'Solange.Desautels@ene.gov.on.ca'; 'SanMiguel.S@forces.gc.ca'; 'Mohamed.Tahir (E-mail)'; 'tbowring@toronto.ca'; 'theresa.fancy@mnr.gov.on.ca'; 'tom.chrzan@mcl.gov.on.ca'; 'toni.paolasini@HydroOne.com'; 'lgenco@pdp.ca'; 'wwatt@tncpi.ca'; 'wayne.mceachern@vaughan.ca'; 'irene.mcneil@york.ca'; 'jmusters@toronto.ca'; 'Barnes, John'; 'Pascoal D'Souza'; 'Millet, Paul'; 'rachel.houde@mto.gov.on.ca'; 'adams@gotransit.com'; 'Roy.McQuillin@vaughan.ca'; 'SanMiguel.S@forces.gc.ca'; 'esspence@yorku.ca'; 'lgenco@pdp.ca'; 'luwe_mader@city.toronto.on.ca'; 'vawitkow@city.toronto.on.ca'; 'camero@toronto.ca'; 'howell@bo.yorku.ca'

Cc: 'Scott_Thorburn@URSCorp.com'; 'Murray_Thompson@URSCorp.com'; Middlebrook, Tom; 'Grant Kauffman'; Laurin, Pierre; 'Louis Tinker'

Subject: YOUR INVITED! SPADINA SUBWAY EXTENSION INDIVIDUAL ENVIRONMENTAL ASSESSMENT - PHASE 3 STAKEHOLDER AGENCIES WORKSHOP - OCTOBER 6TH 2005

We are writing to advise that we are approaching completion of Phase 3 of our Individual Environmental Assessment Study for the extension of the Spadina Subway from Downsview Station to Steeles via York University. This is the FINAL phase of the Study.

We'd like to invite you to attend our stakeholder agency workshop to be held as follows:

9:30 am to 12:00 NOON
Thursday October 6th 2005
York University
4700 Keele Street
Founders Assembly Hall (see Building 50 on the attached campus map)
<<http://www.yorku.ca/web/futurestudents/map/KeeleMasterMap.pdf>>

The workshop will include a presentation to be followed by facilitated discussion groups.

The following will be presented for review/discussion:

- Preferred alignment and station locations;
- Preferred layout for commuter facilities at Finch West and Steeles West Stations;
- Locations of pedestrian entrances for all stations;
- Locations of emergency exit buildings;
- Proposed construction methods;
- Advantages and disadvantages to the environment; and
- Measures to mitigate any negative impacts.

The following exhibits show the alignments which are being evaluated.

<< File: North Alignments.jpg >> << File: South Alignments.jpg >>
Further information about the study (including alternative layouts for commuter facilities at Steeles West and Finch West Stations) is available at <http://www.toronto.ca/ttc/spadina_extension/index.htm>.

This event is an excellent opportunity for you to meet our project team, learn more about our project and comment on our study recommendations. We encourage you to forward this invitation to other members of your organization who have an interest in our Project.

We request that you confirm your attendance (as well as any other members of your organization who will attend) by return email on/by Tuesday October 4th 2005.

However, if you are unable to attend, and would like to receive a CD with the presentation materials and work book for commenting, please advise and we will arrange for these to be mailed to you.

Thank you for your interest in our Study. We look forward to meeting with you on October 6th. In the meantime, if you have any questions, comments or for more information on our study, please contact me directly.

Stephanie

Stephanie Rice PMP, MCIP, RPP
Senior Project Coordinator
Engineering and Construction
Toronto Transit Commission
2nd Floor, 1138 Bathurst Street Toronto, ON M5R 3H2
Tel: (416) 393-2198 Fax: (416) 338-0414 Email: Stephanie.Rice@ttc.ca

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Rice, Stephanie

From: Adam Snow [AdamS@gotransit.com]
Sent: Friday, April 08, 2005 4:56 PM
To: Rice, Stephanie
Cc: Dan Francey
Subject: Spadina Subway Extension EA: GO/TTC Sheppard Station

Hi Stephanie,
Further to our meeting on Friday April 1 and your e-mail dated Tuesday April 5, the following summarizes our comments regarding a GO/TTC cross-over station on the Spadina Subway Extension.
GO Transit supports the planning for a GO/TTC cross-over station for the subway extension. However, we also believe that there may be alternative methods to achieve this connection. These alternative methods can be explored when we undertake our planning/EA work for a station. The main point that we were trying to make is that accommodating a cross-over station should not be regarded as a major factor influencing the route selection process for the Spadina Subway Extension as alternative methods are possible. As noted in your e-mail, we do support provision for a future (or as part of initial construction) cross-over station from a transit network connectivity perspective.
Therefore, the EA should demonstrate that a workable TTC station in the vicinity of the rail corridor and Sheppard Avenue (or for any of the cross-over locations for the short listed routes) is possible. The exact location of the GO station will be determined through an independent study process conducted by GO Transit. The ultimate location will, in turn, dictate the nature of the connection between GO and TTC stations.
Based on a review of the Bradford Corridor Planning Study (2002), it does not appear that there are any significant factors influencing the location of a GO station facility in the vicinity of Sheppard Avenue (both north and south sides) along the Bradford line, subject to further detail analysis. However, there would be less flexibility in terms of station layouts north of Sheppard Avenue due to existing adjacent developments.
I hope that these comments are useful. Please do not hesitate to contact me should you have any questions.

Adam

Adam Snow MCIP, RPP
Transportation Planner
Marketing and Planning
GO Transit
20 Bay Street, Suite 600
Toronto, Ontario
M5J 2W3

Phone: 416-869-3600, ext. 5408
Fax: 416-869-1563
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Ministry of Culture Heritage and Libraries Branch 400 University Avenue 4 th Floor Toronto ON M7A 2R9	Ministère de la Culture Direction du patrimoine et des bibliothèques 400, avenue University 4 ^e étage Toronto (ON) M7A 2R9
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Heritage and Libraries Branch
Heritage Operations Unit, 4th Floor
Tel:(416)314-7146 Fax:(416)314-7175
email: malcolm.horne@mcl.gov.on.ca

February 21, 2005

Thomas G. Middlebrook
Chief Engineer
Engineering Department
Toronto Transit Commission
1900 Yonge Street
Toronto ON M4S 1Z2

RE: Environmental Assessment Study for Spadina Subway Extension, Phase One Consultation, Toronto Transit Commission, City of Toronto, MCL File 20RD032

Dear Mr.Middlebrook:

We have reviewed the document presenting phase one of the environmental assessment for this project. We are pleased to note that there is mapping of cultural heritage features and that cultural heritage features are included among the criteria being used in route selection and the selection of alternative alignments. We note both from this document and from our own records that consultants have been retained to undertake built heritage and archaeological assessments.

Given the above, we feel that the environmental assessment is satisfactorily proceeding with due consideration for impacts to cultural heritage resources. We look forward to the opportunity to review further phases of this project and to comment on the final conclusions of the environmental assessment.

Should you wish to discuss this matter further, please do not hesitate to contact me.

Sincerely,

Malcolm Horne
Heritage Planner

cc. Susan Hughes, Heritage Preservation Services, City of Toronto

Rice, Stephanie

From: Adrian.Benvenuto@mci.gov.on.ca
Sent: Wednesday, March 09, 2005 3:58 PM
To: Rice, Stephanie
Cc: Tom.Chrzan@mci.gov.on.ca
Subject: FW: Spadina Subway Extension - Environmental Assessment - Phase One Consultation

Hi Stephanie,

Thanks for forwarding the documents.

Our consultant has reviewed them and has no comments to add at this time.

Have a great day,
Adrian

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

From: Stephanie.Rice@ttc.ca [mailto:Stephanie.Rice@ttc.ca]
Sent: March 4, 2005 3:21 PM
To: tom.chrzan@mci.gov.on.ca; theresa.fancy@mnr.gov.on.ca; Fitz-Gerald.MD@forces.gc.ca; AFreeman@trca.on.ca; shughes@toronto.ca; corporateplanning@torontopolice.on.ca; peter.kole@tcdsb.org; skorpai@tnpi.ca; alex.lye@orc.gov.on.ca; ann.newman@cnpl.enbridge.com; fscott@toronto.ca; mario.silva@tdsb.on.ca; mtrevel@toronto.ca; bvanops@toronto.ca; GWilkins@trca.on.ca
Cc: Tom.Middlebrook@ttc.ca; Scott_Thorburn@URSCorp.com
Subject: Spadina Subway Extension - Environmental Assessment - Phase One Consultation

Further to my February 16, 2005, we would appreciate receipt of any comments you may have at your earliest convenience. If you do have comments, but require additional time to respond, would you please let me know by return email.

Thanks,
Stephanie
Stephanie Rice PMP, MCIP, RPP
Senior Project Coordinator
Engineering and Construction
Toronto Transit Commission
2nd Floor, 1138 Bathurst Street Toronto, ON M5R 3H2
Tel: (416) 393-2198 Fax: (416) 338-0414 Email: Stephanie.Rice@ttc.ca

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

From: Rice, Stephanie
Sent: Wednesday, February 16, 2005 11:59 AM
To: 'louis.bitoni@mah.gov.on.ca'; 'tom.chrzan@mczor.gov.on.ca'; 'scowden@toronto.ca'; 'Rob.Dobos@ec.gc.ca'; 'Fitz-Gerald.MD@forces.gc.ca'; 'AFreeman@trca.on.ca'; 'dgendron@toronto.ca'; 'malcolm.horne@mci.gov.on.ca'; 'mike.karsseboom@aero.bombardier.com'; 'corporateplanning@torontopolice.on.ca'; 'peter.kole@tcdsb.org'; 'skorpai@tnpi.ca'; 'alex.lye@orc.gov.on.ca'; 'ann.newman@cnpl.enbridge.com'; 'neil.parish@ene.gov.on.ca'; 'Dave.Reynolds@cn.ca'; 'suzanne.robinson@mnr.gov.on.ca'; 'richard.saunders@onas.gov.on.ca'; 'fscott@toronto.ca'; 'brianshifman@sc-bc.ca'; 'mario.silva@tdsb.on.ca'; 'Tony Genco'; 'Brian Van Opstal'; 'GWilkins@trca.on.ca'

Subject: Spadina Subway Extension - Environmental Assessment - Phase One Consultation

Further to our letters of January 4, 2005 and February 16, 2005, we are writing to advise that a summary of Phase One of the Spadina Subway Extension Study is now available on our web site

http://www.toronto.ca/ttc/spadina_extension/Images/DisplayBoardsFinal.pdf

These display boards provide information about:

1. Changes since the previously approved 1994 Environmental Assessment,
2. Study Area land use, transportation and environmental features,
3. Alternative subway routes (and general station locations), and
4. Criteria that will be used to evaluate these routes during Phase Two of the Study.

We would appreciate receipt of your comments and encourage you to comment using the on-line forms https://wx.toronto.ca/inter/ttc/ssxea_survey.nsf/Survey?OpenForm

In order to expedite our Study, we would appreciate your comments on/by **February 24, 2005**.

Please contact me, if you:

- 1) Prefer to receive a CD of the Phase 1 presentation and/or a paper copy of the comment form,
- 2) Have any questions or require further information about Phase One of the Environmental Assessment, or
- 3) Would like to arrange a meeting with our Project Team.

Thank you for your comments!

Stephanie Rice PMP, MCIP, RPP
Senior Project Coordinator
Engineering Department
Toronto Transit Commission
2nd Floor, 1138 Bathurst Street Toronto, ON M5R 3H2
Tel: (416) 393-2198 Fax: (416) 338-0414 Email: Stephanie.Rice@ttc.ca

Stephanie Rice PMP, MCIP, RPP
Senior Project Coordinator
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Parc Downsview Park

January 2, 2006

Stephanie Rice, Senior Project Coordinator
Thomas Middlebrook, Chief Engineer
TTC
1138 Bathurst Street
Toronto ON M5R 3H2

Tony Genco
President and CEO
Président et premier dirigeant

Dear Stephanie and Tom:

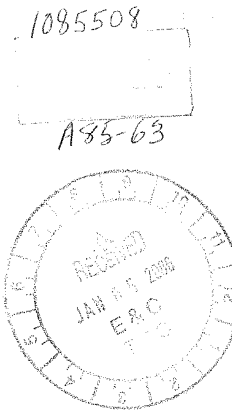
Re: Spadina Subway Extension - Environmental Assessment

We recognize and appreciate the amount of effort that has gone into the final Environment Assessment report for the Spadina Subway extension. It is a thorough and carefully considered document that reflects the interests of the various stakeholders that have provided their input over the past year during the review process.

Both Howard Lee and I have reviewed the report and we would like to take this opportunity to provide some additional comments and thoughts that you may wish to consider prior to the submission to the Ministry of the Environment. We have also enclosed a copy of the completed Review Comments spreadsheet as you requested.

The Sheppard Avenue West station will be the public gateway for transit users into Downsview Park. It may be appropriate to consider use of the Parc Downsview Park name in the station identification rather than just the Sheppard reference. The Park reference not only highlights the station's true location, but also provides a bi-lingual reference point as a future significant urban Canadian destination area. It also appears consistent with your naming of the station after York University.

On page 2-5, mention is made that Parc Downsview Park Inc. "is not a federal body". We want to advise you that this assumption is incorrect. Parc Downsview Park Inc. is an agent Crown corporation and therefore, a part of the Federal Government of Canada. Therefore, it is important to remember that Federal lands *will* be required for the subway extension. We would ask that this correction be made in the final document prior to submission to the Ministry of the Environment. We note with thanks that you do have our status mentioned correctly on page 4-10 under the Downsview Area Secondary Plan.



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1-35 Carl Hall Road
Toronto, Ontario
M3K 2B6
Tel.: (416) 952-2223
Fax: (416) 952-2225

Parc Downsview Park Inc.
1-35, chemin Carl Hall
Toronto (Ontario)
M3K 2B6
Tél.: (416) 952-2223
Télééc.: (416) 952-2225

E-Mail: tgenco@pdp.ca
<http://www.pdp.ca>

Canada

.../2

Figure 4-13 is an interesting quadrant plan that we have not seen before. We would appreciate it if you could advise which department within the City of Toronto prepared this document as we would like to have further discussions in conjunction with our Urban Development Plan that is underway.

The planned road improvements described on page 4-31 talks about the extension of Chesswood Drive to the north of Finch Avenue. The Urban Development Plan for the Park projects a southward extension of Chesswood to Carl Hall Road. The Chesswood intersection is already signalized and the road base is completed. You may wish to mention this as well in the report. Related to this is how the revised bus routes may run from Sheppard into the Sheppard West station. Looking at Figure 4.14 Existing Transit lines, it seems that Route 106 could be routed through John Drury Drive to Carl Hall to Chesswood southern extension and back out to Sheppard Avenue. This would provide needed bus service to both the existing and proposed businesses within the Park, not to mention the public visitors to the Park and its recreational facilities. Your consideration of this request would be appreciated as there was no mention of how existing bus routes may be modified after construction of the subway extension.

In Section 9.1 Permits and Approvals, Downsview Park will require approval prior to any construction work commencing on our land. This should be noted under this section, similar to the existing note in Section 9.7 (1).

Thank you for this opportunity to comment on the final draft of the Environmental Assessment report.

Yours truly,

PARC DOWNSVIEW PARK INC.

Tony Genco
President and CEO

cc: Howard Lee, Asset Manager

Encl.

TG/HL

Item #	Dpl/ Section	I.D.	Dwg. # / Spec Section/Page #	Comments	Response	Action
1			ES-1	Prior to this Table of Contents, a Master Table of Contents would be useful for the detailed sections (1 thru 9) that follows. This would save time digging for details.		
2			ES-15	Consider changing the name of the Sheppard West station to Parc Downsview Park. This reduces potential confusion with the Sheppard stop on the Yonge line. This reflects the actual location of the station within Downsview Park. If adopted, name change would be required throughout the EA.		
3			Fig. ES-9	Route S2 final alignment is not shown. Consider adding the revised curve line as shown on Fig. ES-8		
4			ES-48	Section 5) Permits and Approvals - add Downsview Park to the list for approvals prior to construction.		
5			Pg. 2-5	Downsview Park is an agent Crown corporation. In section 2.2.2 the report states that "PDP is not a federal body." This is incorrect. Please change and note that Federal lands are in fact required for this project.		
6			Pg. 4-10	Downsview Park's status is correctly cited under "Downsview Secondary Plan" in paragraph two.		
7			Fig. 4-13	Please identify the department within City of Toronto that created this map. PDP requires a contact to discuss this layout with our urban plan development.		
8			Fig. 4-14	No mention is made of proposed bus routes changes after construction of the subway extension. This would be useful information to know.		
9			Pg. 4-31	Section 4.5.5. Road Improvements - note that PDP plans to complete a southern extension of Chesswood Drive to Carl Hall Road.		
10			Pg. 7-21	Limitations of Tunneling - 2) line 4 change: "shallow depth without and significant impacts" to "shallow depth without any significant impacts".		
11			Pg. 9-21	Section 9.1 Permits and Approvals - same comment as item # 4 above.		
12						
13						
14						
15						

SECTION DESIGNER RESPONSE TO COMMENTS:

- 1 - WILL COMPLY
- 2 - DISCUSS - CLARIFICATION REQUIRED
- 3 - NOT APPLICABLE BECAUSE ...

Rice, Stephanie

From: Ed Karpel [ekarpel@sun-canadian.com]
Sent: January 6, 2006 5:15 PM
To: Rice, Stephanie; colleen.m.mitchell@esso.ca
Cc: plane@sun-canadian.com; 'Ian Smith'
Subject: RE: Spadina Subway Extension - Environmental Assessment Update - Pipeline Companies

Stephanie Rice:

Thanks for the draft EA regarding the Keele Street subway. I have reviewed the pipeline references and the commitments to Pipeline Crossing Agreements in Section 9.1. The only comment I have is that the numbering in Table 8-1 does not match some of the sub-section headings under Stray Current- 10 and Utilities -11 in sections 8.2.x , 8.3.x , and 8.4.x,

Edward F. Karpel, P. Eng.
 Manager, Engineering
 Sun-Canadian Pipe Line Company Limited
 Phone 905-689-6641, ext 123 - Fax 905-689-1233

From: Stephanie.Rice@ttc.ca [mailto:Stephanie.Rice@ttc.ca]
Sent: December 22, 2005 5:13 PM
To: ekarpel@sun-canadian.com; colleen.m.mitchell@esso.ca
Subject: FW: Spadina Subway Extension - Environmental Assessment Update - Pipeline Companies

Part 2 of 2

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

From: Rice, Stephanie
Sent: December 22, 2005 12:18 PM
To: 'ann.newman@cnpl.enbridge.com'; 'bill.ferris@enbridge.com'; 'colleen.m.mitchell@esso.ca'; 'Ed Karpel'; 'fgaudio@tnpi.ca'; 'skorp@tnpi.ca'; 'wwatt@tnpi.ca'; 'bwang@tnpi.ca'
Cc: 'Scott Thorburn/Toronto/URSCorp'; Middlebrook, Tom; Laurin, Pierre
Subject: Spadina Subway Extension - Environmental Assessment Update - Pipeline Companies

I am writing to advise that the key EA recommendations were approved by the Commission on November 28, 2005 (see Directives attached), Planning/Transportation and Works Committee on November 30, 2005 and City of Toronto Council on December 5-7, 2005.

A copy of Executive Summary of the Draft EA Report is available on our website via the following link.

http://www.toronto.ca/ttc/spadina_extension/Images/executive_summary_EA_draft_report_november_17_2005.pdf

I've also attached the last 3 chapters of the draft EA Report, which includes the following:

- Chapter 7 – Detailed description of the Spadina Subway Extension
- Chapter 8 – Expected environmental impacts and proposed mitigation measures
- Chapter 9 – Commitments to future work

We anticipate that more detailed design and pipeline crossing agreements will be required during design of the Subway and we have included these in the Commitments to Future Work.

We'd appreciate if you'd review Chapters 8 and 9 and let us know if you have any comments/concerns. Because we plan to submit the EA Report by the end of January, **your comments on/by January 10, 2005** would be

23/01/2006

appreciated.

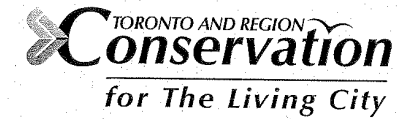
In the meantime, please contact me directly if you have any comments/questions. We also have CD's available of the whole EA draft Report – please advise if you would like us to send you a copy.

Happy holidays.

Stephanie Rice
(416) 393-2198

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23/01/2006



January 25, 2006

CFN 35205

SENT BY E-MAIL

Ms. Stephanie Rice
Toronto Transit Commission
1900 Yonge Street
Toronto, ON M4S 1Z2

Dear Ms. Rice:

**Re: Spadina Subway Extension - Individual Environmental Assessment
Comments Draft Environmental Assessment
City of Toronto, City of Vaughan, Regional Municipality of York**

Toronto and Region Conservation Authority (TRCA) staff received the draft Environmental Assessment on December 13, 2005, for the above noted project.

Outstanding concerns regarding the draft EA document and technical studies are provided in detail in the attached table.

Please ensure that the TRCA receives a copy of the Notice of Study Completion and one hard copy and one digital copy, in pdf format, of the final EA report. The final EA document should be accompanied by a covering letter which identifies how our comments have been addressed.

Should you have any questions please contact the undersigned at 416-661-6600 extension 5217 or by email at bwilliston@trca.on.ca.

Yours truly,

Beth Williston, H. BA, MCIP, RPP
Watershed Planning and Policy Specialist
Planning and Development

/cb

cc. Carolyn Woodland, TRCA
Steve Heuchert, TRCA
Adele Freeman, TRCA
Gary Wilkins, TRCA
Andrew Bowerbank, TRCA

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Spadina Subway Extension DRAFT EA – TRCA Comments
January 25, 2006

Item #	Section of draft report	Comments
6**	Appendix O, Chapter 4, 8	Any proposed quantity controls associated with the project will have to meet the 2 to 100 post to pre development level.
7	Figure 4-27 Cultural Heritage & Community/Recreation/Institution Facilities	Black Creek Pioneer Village North Site is incorrectly marked on this site map. It should be marked on the west side of Jane Street, not the east side, which is land now privately owned.
8	Section 8.2.15	There is an error in the address of our site. The reference should correctly be 7060 Jane Street, not 760. The other address (7100) is correct.
9	Section 8.2.15 - Mitigation section	TRCA staff would like to flag a significant issue. Section 8.3 specifies that "the recommended alignment will have no impact on any identified heritage resources so long as the portion within the York University Campus is contained within a tunnel. Should the subway design result in any above ground disturbances (either during the period of construction or post construction) further cultural heritage work should be completed in order to assess the impact on any buildings listed on the City of Toronto's heritage register and on the York Campus cultural landscape." This is not the same as the wording in the revised study <i>Built Heritage and Cultural Landscape Assessment</i> prepared by Archaeological Services Inc. It appears to have been slightly altered. In section 5.0 Conclusions, the report states: "It is recommended that design and construction activities associated with the Spadina Subway Extension avoid direct and indirect impacts on all previously identified heritage resources. Should the subway design result in any above ground disturbances (either during the period of construction or post construction) further cultural heritage work should be completed in order to assess the impact on any buildings listed on the City of Toronto's heritage inventory and on the York Campus cultural landscape." TRCA staff would like to note that: a) BCPV is not part of the York University Campus although it appears to be listed under York U. in the main report b) the study recommends cut and cover construction for the Steeles West subway

Spadina Subway Extension DRAFT EA – TRCA Comments
January 25, 2006

Item #	Section of draft report	Comments
1*	Appendix O	The use of OGS's should be used in a treatment train approach, in coordination with more environmentally friendly and effective quality control devices (i.e. wet ponds, bio swales, infiltration system, green roofs etc.) to provide a net environmental benefit. This is particularly important for the proposed Steeles West Station where the site area is greater than 12 ha.
2*	Appendix O	The planning for the proposed Steeles West Station should be completed in conjunction with the City of Vaughan's planned development north of Steeles Avenue between Jane and Keele Streets (OPA 620). It is highly recommended that a stormwater management pond block be incorporated into the stormwater management plan for the area to achieve the required water quality, quantity and erosion control criteria. Therefore, the Oil/Grit Separators should not be indicated on the plans for the proposed facility at this time. Please note that there are 2 storm sewers along Steeles Ave: 1) as identified in the draft SWM report, a 1500 mm pipe along the south side of Steeles Avenue draining the Steeles right-of-way, and 2) a 1650mm, 1800mm diameter storm sewer (north side of Steeles Avenue) outletting to the pond at the north east quadrant of the Jane / Steeles intersection, draining the lands to the north of Steeles Avenue.
3*	Appendix O	URS indicated that they will provide a separate sub-section in the SWM report for each of the proposed subway stations describing soil results and water balancing measures to be implemented, including innovative lot level stormwater management controls (porous paving, perforated pipes etc.).
4*	Appendix O	For areas within the Humber Watershed, Unit Flow rates should be used to establish pre-development (target) peak flow rates. Please contact Steve Hollingworth at ext. 5278 for this information.
5**	Appendix O, Chapter 4, 8	It should be noted that the required level of water quality control for the project will be Level 1 (80% TSS removal). In addition the WWFMP states that oil/grit separators (OGS) as a stand alone method of quality control will not meet the 80% TSS removal requirement, regardless of manufacture claims. The use of OGS's should be used in a treatment train approach, in coordination with more environmentally friendly quality control devices (i.e. infiltration or filtration devices) to provide a net environmental benefit.

Spadina Subway Extension DRAFT EA – TRCA Comments
January 25, 2006

Item #	Section of draft report	Comments
15	Page 4-32	addendum studies. The results of the phase 1 are integral in deciding best methods and integral in identifying potential impacts and necessary mitigation.
16	Page 4-42	The last paragraph of page 4-32 refers to flooding that occurred during a 2004 storm that caused extensive damage to the Finch Avenue culvert at Black Creek. Please confirm if this is actually supposed to be a reference to the 2005 storm.
17	Chapter 8	Page 4-42 last paragraph states "The TRCA has identified target areas in support of a terrestrial natural heritage system." The system in question was identified by TRCA and paid for by the City therefore the natural heritage system is also that of the City. Please revise the document, which suggests a lesser importance and lesser buy-in of the system.
18	Page 8-5	Section 8 of the report does not adequately address mitigation for the loss of existing natural heritage system nor does it address the loss of the targeted system. Section 8 loosely refers to restoration plantings whereas greater effort should be taken for stronger discussion of restoration in sections addressing mitigation. The EA should be revised to commit to restoration through a net gain approach.
19	Page 8-5	The report appears to disregard resident wildlife by dismissing wildlife needs due to the fact that numerous individuals of the same species still reside within the GTA. The report should address any special needs of the Eastern Wood-pewee, Black-capped Chickadee and Eastern Meadowlark and woodfrog. These needs should be further be addressed in the mitigation section (i.e., the Eastern Meadowlark is a low nester, and as such site preparation must take this into account. Stripping and grading of the site should take place outside of nesting timing windows.). As things stand, no mitigation was suggested for resident wildlife species.
20	Page 8-3	The two paragraphs under the <i>Mitigation</i> heading do not appropriately address issues relating to vegetation loss and wildlife species loss/displacement. A stronger commitment to offset specific ecological impacts must be addressed through a combination of the timing of work, relocation of species, and comprehensive restoration plans. Following this, TRCA staff believes the report can confidently make the statement that the subway extension will have "no significant adverse effects on vegetation species/populations". Page 8-3 states: "As geodrains and other permanent dewatering systems are not

Spadina Subway Extension DRAFT EA – TRCA Comments
January 25, 2006

Item #	Section of draft report	Comments
10	Section 8.3	station and the parking lot, identifying dust, traffic disruption and noise and vibration issues. Therefore, further cultural heritage work should be completed at detailed design in order to assess the impact on our buildings, which are somewhere between 300m and 500m of the subway station.
11	Chapter 7/Chapter 8	There should be a stronger advocacy for BCPV in this section. Some benchmark and ongoing measurement of sediment in the BCPV pond (lower pond) should be established at detailed design as the cut and cover construction of the Steeles West station and the parking lot construction may cause substantial run-off. This could accumulate in our pond, as it has with all other construction on Steeles Avenue and necessitate dredging.
12	Chapter 6	TRCA supports use of the earth pressure balance tunneling technology. It will not need planned dewatering (groundwater table lowering) and would be the recommended method for the advancement of underground works. The potential environmental impacts associated with the dewatering will be minimized. We also understand that construction may require open cut methodologies. The potential for planned dewatering and resulting environmental impacts increases significantly with this technology. At detailed design TRCA will require submission of an environmental management plan detailing how issues relating to fish, wetland and forest resources that occur through the planned and contingency dewatering will be mitigated and monitored. Identify this request in the EA.
13	Chapter 7, 9, or both	Based on TRCA's January 20, 2005 letter and TTC's response letter dated March 18, 2005, a data sources column should be included in the Route Evaluation Criteria tables (i.e. Table 6-1, 6-2, etc.)
14	Page 4-32	As described in TRCA's July 25, 2005 letter, TRCA staff request commitments to apply green building design strategies to the subway project, and that this be acknowledged in the EA. Page 4-32 states "A phase 1 subsurface investigation is still to be conducted to determine the local hydraulic conductivity of preferred route to confirm the generally anticipated subsurface geotechnical and hydrogeological conditions and examine both the feasibility and potential construction methods that may be suitable for the subway extension." This should all be summarized in the main EA and not as part of

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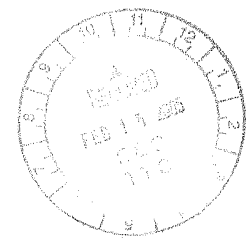
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CFN 35205

February 9, 2005

BY FAX AND MAIL

Ms. Stephanie Rice
 Toronto Transit Commission
 1900 Yonge Street
 Toronto, ON M4S 1Z2



Dear Ms. Rice:

Re: Spadina Subway Extension
 Individual Environmental Assessment
 Comments on the Draft Existing Conditions Report
 City of Toronto, City of Vaughan, Regional Municipality of York

Further to the January 13, 2005 Technical Advisory Committee meeting for the Spadina Subway Extension Individual Environmental Assessment, staff has completed its review of the Draft Existing Conditions Report dated December 2004 which was provided at the meeting. Staff comments are as follows.

1. Staff have substantial concerns regarding the information on the existing hydrogeological conditions. The text acknowledges that the existing hydrogeological conditions as a "relatively complex" environment for the construction of underground structures. This paragraph describes also the areas of the most concern, where groundwater has upward gradients of movement in closer proximity to the "groundwater discharge" areas. Therefore, TRCA staff has a concern related to the environmental impact that might occur during this project.
2. In light of the insufficient information provided in this report, TRCA staff require a more detailed hydrogeological investigation be conducted for the study area and each of the alternatives, such as surficial geology, a pattern of groundwater movements, groundwater recharge/discharge zone identification, hydraulic conductivity values based on in situ slug/pump test, hydrogeological cross-sectional drawings with showing of all proposed alignments. In our past meeting, it was referenced that additional information is available. Any such information should be provided as soon as possible. Upon its review, staff will reassess our requirement for additional testing of the study alternatives.
3. TRCA staff has established the Guidelines for Hydrogeological Submissions related to the Environmental Assessment projects and they are enclosed. These guidelines will assist you in navigating your future study and concentrating it appropriately.
4. The baseline conditions for all natural groundwater users, such as surface streams, ponds, wetlands and wood lots must be identified and studied so that their ambient condition is known. For this purpose, a monitoring program should be established as earlier as possible. The monitoring program should monitor not the only surficial features having an affinity to the wet environment, but groundwater conditions as well.

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Spadina Subway Extension DRAFT EA - TRCA Comments
 January 25, 2006

Item #	Section of draft report	Comments
21	Page 8-12	used around the running structure no long term effect on ground water is anticipated". The statement is premature as detailed investigations have yet to take place. Staff suggest wording such as "At detailed design, it will be confirmed that geofrains and other permanent dewatering systems are not used around the running structure, and no long term effect on groundwater is anticipated."
22	Section 8.3.5	The report discusses total suspended solids in dewatering effluent. Please note that dewatering effluent will have to conform to Provincial Water Quality Objectives. Water temperature could also be an issue with regards to discharging ground water into natural ecosystems. This issue will need to be addressed at detailed design and this should be noted in the EA. Section 8.3.5 should be referred to earlier (i.e. Section 8.2.5 under Mitigation) in the document when discussing local resident bird populations and mitigation for their disturbance. Best Management Practices include avoiding nesting periods for all bird species not just migratory species. This principal is typically supported by the Town of Vaughan and the City of Toronto.

*comments based on December 16, 2005 meeting with TRCA staff and Mark Nykoluk of URS.
 **comments from TRCA's February 9, 2005 letter not yet addressed.

5. Section 4.2 of the report should make mention that the stormwater management requirements for the proposed project will conform to the City of Toronto's Wet Weather Flow Master Plan (WWFMP).
6. Section 4.2 of the report should note that the required level of water quality control for the project will be Level 1 (80% TSS removal). In addition the WWFMP states that oil/grit separators (OGS) as a stand alone method of quality control will not meet the 80% TSS removal requirement, regardless of manufacture claims. The use of OGS's should be used in a treatment train approach, in coordination with more environmentally friendly quality control devices (i.e. infiltration or filtration devices) to provide a net environmental benefit.
7. Any proposed quantity controls associated with the project will have to meet the 2 to 100 post- to pre- development level.
8. Staff do not anticipate any flooding concerns with regards to the Regional Flood for this project, but once the preferred alignment is identified flooding issues may have to be revisited.
9. In section 4.2.2 Micro Drainage System, it should be noted that currently runoff from Steeles Avenue enters the Black Creek Pioneer Village Pond. Sediment from runoff has accumulated so much in recent years that the pond has been dredged twice since 1994. At the detailed design stage, it must be ensured that proper sediment controls are in place to protect these ponds.
10. Staff have no concerns with the geotechnical information provided in this report. However, the preliminary geotechnical investigation report conducted in earlier 1990's and the Preliminary Geotechnical Design Memo prepared by Golder Associates Limited in 2004 are referenced in this report. Please provide the earlier documents.
11. In Section 4.3 Aquatic Habitats and Communities, the Black Creek Pioneer Village ponds have been missed. They are within the zone of influence of the subway and within the study area, and should be included, with accurate description of aquatic habitat and any other features.
12. On page 26 in the second last paragraph, please clarify where the pond outlets.
13. In Section 5.5 Noise and Vibration, it should be noted that the impact of higher levels of ground-borne vibration levels and the resulting low frequency "rumble" are issues for Black Creek Pioneer Village, which is located in close proximity to the subway alignment. The report identifies on page 59 ambient vibration measurements will be conducted in commercial and industrial buildings that are likely to contain vibration-sensitive operations and equipment. Please ensure that Black Creek Pioneer Village is included in all future vibration testing as vibration poses a serious risk for heritage buildings, and for artifacts in the room settings of these buildings, particularly those sited along Steeles Avenue. In this regard, please contact Ms. Marty Brent, Manager of Black Creek Pioneer Village directly at extension 5403.

/...3

14. The study does not identify the heritage resources on the former Dalziel Property. This property includes 5 heritage buildings designated under Part IV of the Ontario Heritage Act, plus there are additional cultural features such as the evidence of the mill race, the cemetery, archaeological material from outbuildings on the northeast corner of Jane and Steeles in Vaughan. It should be specifically highlighted for 2 reasons: the heritage buildings are designated, and in earlier planning studies for the Subway/Bus transportation plans north to Vaughan City Centre, the east side of the Agnew property has been identified as one option for the subway line up to Highway 7.
15. P. 58 the report states: "Further background historic research and a field review will determine the existence of any previously unidentified resources within the study area". TRCA would like to confirm the need for this as it is imperative that thorough background historic research and a field review is done through the early stages of the environmental assessment process. As you will note below, staff's review of the cultural heritage information confirms the following significant heritage resources are missing from this document:
 - 10.1 There are 5 designated heritage properties at 7100 Jane Street and 7060 Jane Street (West side of Jane Street, North of Steeles Avenue in the Town of Vaughan) These are all within the study area. They are owned by Black Creek Pioneer Village (TRCA) and this location is especially significant as it is identified as a potential location for the subway north up to the Vaughan City Centre:
 - 7100 Jane Street
 - James Dalziel Home Designated under Part IV, Ontario Heritage Act
 - 10.2 There are 4 designated heritage properties at 7060 Jane Street 7060 Jane Street:
 - John Dalziel House Designated under Part IV, Ontario Heritage Act
 - Sawyer's House Designated under Part IV, Ontario Heritage Act
 - Robert Nesbitt Sawmill Designated under Part IV, Ontario Heritage Act
 - The Dalziel Barn Designated under Part IV, Ontario Heritage Act
 - 10.3 In addition to these designated buildings, the property at 7060 Jane Street also includes other cultural heritage resources such as a pioneer cemetery, a mill race, and evidence of other heritage out buildings.
8. The description of Black Creek Pioneer Village (p. 58) is incorrect. It should be revised to describe this resources as "a recreation of a 19th century crossroads village, comprised of over 40 heritage buildings, including 5 on their original sites. It includes a variety of early, and in some cases rare, examples of nineteenth-century architecture."
9. Two other cultural heritage resources omitted from this report are the Jacob Stong House and Barn and Hoover House on York University Campus. Both these buildings are listed in the North York registry of heritage buildings.
10. In section 3.4.3 Planned Road Improvements, staff note that Jane Street from Steeles to

Should have any questions or require any additional information please contact me at extension 5217.

Yours truly,



Beth Williston, H. BA, MCIP, RPP.
Watershed Planning and Policy Specialist
Development Services Section
/bw

encl.

- cc. Marty Brent, Manager - Black Creek Pioneer Village, TRCA
Gary Wilkins, Humber Watershed Specialist, TRCA
Adele Freeman, Don Watershed Specialist and Director of Watershed Management, TRCA
Carolyn Woodland, Director of Development Services, TRCA
Tamara Kondrachova, Hydrogeologist, TRCA
Lori Cook, Planning Ecologist, TRCA
Nicholas Lorrain - Water Management Engineer, TRCA
Steve Heuchert - Senior Planner, TRCA
Grant Kaufman, Vice President of Environmental Planning, LGL

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TRCA staff review the ecological impacts associated with environmental assessments which will require dewatering to facilitate construction of an infrastructure project. In instances where it is identified that the groundwater withdrawal to facilitate infrastructure construction could impact surface features such as stream baseflow, and forests and wetlands which have a ground-surface water connection, TRCA staff will request that hydrogeological studies be conducted at various stages of the project, including the master plan, environmental assessment, and detailed design and permit stages. Further, TRCA has a Level 3 agreement with DFO, which means that TRCA staff will screen and process applications for DFO as part of the environmental assessment and regulatory approval processes.

Further, it is recognized that detailed hydrological information may not have been requested at the opportune time during TRCA staff review of current projects. Thus, it must be understood that gaps in information which should have ideally been provided at, for example, the environmental assessment stage, will be required at the detailed design or permit stage, depending upon the stage of the given project.

Requirements for Master Planning Studies

1. Pump tests must be undertaken and the zone of influence must be defined and environmental impacts determined to determine, at a conceptual level, the preferred routes from an environmental perspective.
2. Servicing should not be planned through major aquifers.
3. The environmental assessments for projects must be linked and comprehensive
4. Route selection should take into account local aquifer conditions.
5. Structures should be located in less sensitive areas.
6. Interference with aquifers should be avoided, or pipes should be located as shallow as possible.
7. Shafts should be located in the least sensitive areas.
8. To assist in selecting the route, the York-Peel-Durham Geologic Model should be used to determine baseline conditions.
9. The ecological conditions with respect to aquifers, terrestrial and aquatic natural heritage, and watercourses must all be considered.
10. Comments will take into account sustainable community planning issues.

Required Information for Environmental Studies

The information collected through the master planning stage should be refined to include:

1. Pump tests should be used to confirm the hydrogeologic conditions that were modelled at the master planning stage.
2. Coefficients and the York-Peel-Durham Mod-Flow model should be used to predict the zone of influence.
3. Baseline conditions for all natural features within the zone of influence and adjacent to the zone of influence should be provided.
4. A hydrogeological study should be completed for the project area and provide a sufficient information about:
 - A. Surficial geology in the study area with identification of all existing shallow, perched and deep aquifers;
 - B. Cross-sectional drawings with location of sewer alignments and groundwater levels;
 - C. Mapping of groundwater levels and flow patterns across the study area and in the vicinity;
 - D. Assessment of hydrogeological coefficients, especially hydraulic conductivity (K) based on slug/pump test results. Hydraulic conductivity calculations based on Grain Size Distribution Curves are not sufficient. Hydraulic conductivity assessed by either pump or slug test provides cumulative permeability properties for a bulk soil unit and might be more appropriate to use in further dewatering calculations. Therefore, a number of slug/pump tests (depends on project=s geographic scope and complexity) maybe required for the study area at the earliest stage;
 - E. groundwater chemistry study and identification of groundwater discharging feasibility to a surface water system;
 - F. identification of all significant groundwater discharge/recharge zones across the study area; and,
 - G. study of surface/groundwater interactions and baseflow evaluation across the study area and in vicinities.
5. Environmental receptors should be identified based on a review of the baseline conditions within the zone of influence. All potential impacts should be identified at both surface and subsurface levels as relating to dewatering and discharge.
6. Adaptive Management Strategies, or Mitigation Strategies, should be developed and included in the overall cost of the project.
7. The monitoring plan should be developed and included in the overall cost of the project
8. The preferred horizontal and vertical route alignments should be selected based on a review of the above seven points and construction methodologies such that environmental impacts are minimized.
9. Information regarding discharge rates, and timing of maximum discharge, fisheries windows and construction should all be outlined.

Required Information for Detailed Design and Regulatory Approvals

The information collected through the environmental assessment stage should be refined to include:

1. Detailed dewatering information.
2. More pump tests and construction methodology related specifically to the selected route.
3. Confirmation of the properties and refinement of the models related to the York-Peel-Durham groundwater modelling.
4. Refinement of the zone of influence.
5. Refinement of the impacts, mitigation and monitoring programs.
6. Closure of any outstanding data gaps in the baseline information, if required.
7. Calculation of the proposed maximum and minimum dewatering rates. The maximum should be calculated based on a conservative worst case-scenario.
8. Proposed dewatering and construction methods and equipments.
9. Dewatering schedule should be provided to assist in estimation of maximum pumping rate duration and length of dewatering program.
10. Aquifer recovery rates should be evaluated.
11. Calculation and mapping of each zone of groundwater influence.
12. All potential groundwater discharge receptors identification and assessment of their baseline.
13. Subsequent study of cumulative effects of dewatering across the study area and buffer zone for maximum rates and the entire project duration.
14. Identification of all potential groundwater users, which will undergo a shortage of groundwater upwelling for both dewatering and recovering periods.
15. Proactive mitigation for all groundwater receptors across the study area and the buffer zone.
16. A groundwater monitoring program.
17. Details of any outfalls, channel modifications, mitigation plans, discharge rates and direction, and timing together with a permit in accordance with Ontario Regulation 158.



June 17, 2005

CFN 35205

BY FAX AND MAIL

Ms. Stephanie Rice
Toronto Transit Commission
1900 Yonge Street
Toronto, ON M4S 1Z2

Dear Ms. Rice:

Re: Spadina Subway Extension
Individual Environmental Assessment
Comments on the Hydrogeologic Conditions Report
City of Toronto, City of Vaughan, Regional Municipality of York

Staff have now completed our review of the Technical Memorandum prepared in support of the Preliminary Geotechnical Data Compilation prepared for the Spadina Subway Extension by Golder Associates Ltd, dated April 18, 2004 and received by TRCA on April 20, 2005 as well as the Borehole Location Plan prepared by Golder Associates Ltd., dated November 29, 2004 and received June 2, 2005.

Please be advised that TRCA staff concur that the study is comprehensive, especially in terms of hydraulic conductivity data, and sufficient information has now been provided such that staff will not be requesting additional testing of the study alternatives at this stage of the environmental assessment. As such, comment #2 of our February 9, 2005 letter has now been addressed.

Should have any questions or require any additional information please contact me at extension 5217.

Yours truly,

Beth Williston, B.A., MCIP, RPP.
Watershed Planning and Policy Specialist
Development Services Section
/bw

encl.

cc. Grant Kaufman, Vice President of Environmental Planning, LGL

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Chief
Administrative
Officer

December 2, 2005

Sent via email

Mr. David Miller
Mayor
City of Toronto
City Hall, 2nd Floor
100 Queen Street West
Toronto, ON M5H 2N2

CFN 35205

Dear Mayor Miller:

Re: Spadina Subway Extension Environmental Assessment

Toronto and Region Conservation Authority (TRCA) is in receipt of the Toronto Transit Commission (TTC) report entitled *Spadina Subway Extension Environmental Assessment Draft Report Executive Summary*. It is staff's understanding that this report, containing the preferred route and station alignments, has now been approved by the Toronto Transit Commission and is being brought to Toronto City Council for consideration on Monday, December 5, 2005.

At Executive Committee #10/05, held on December 2, 2005 the following Resolution was approved:

THAT Toronto and Region Conservation Authority send a letter of support to Toronto City Council regarding the selected preferred alternative for the route and station alignments as related to the Spadina Subway Extension Environmental Assessment.

Over the years, TRCA has been involved in the agency review process for this project. At this time we wish to advise Toronto City Council that staff has no objection to the preferred route and station alignments that have been recommended in this report. In principle, staff's concerns with respect to the natural environment of the Humber River and Don River watersheds, Black Creek Pioneer Village and sustainable planning have been acknowledged. Staff remain committed to continued participation in this process, and will ensure that TRCA's detailed design concerns are adequately addressed in the final Environmental Assessment report.

As part of our commitment to The Living City, TRCA is very supportive of this important transit initiative with great benefits to the entire region. Immediate access to the Toronto subway system for TRCA facilities at Black Creek Pioneer Village, the TRCA Head Office and Downsview Office, and a direct link to the GO Train route from Barrie will be of direct benefit to TRCA operations. We sincerely hope that financing for the project can be secured from all levels of government in the near future.

Sincerely,

Brian Denney
Chief Administrative Officer

cc: Mayor Michael Di Biase, City of Vaughan
Tom Middlebrook, Chief Engineer, TTC
Marilyn Toft, Council Secretariat Support, City of Toronto



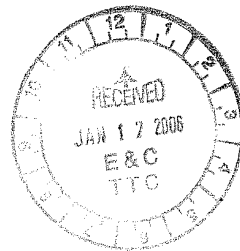
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Planning and Development Services Department
Infrastructure Planning Branch
Fax No. 905-895-0191

January 13, 2006

Mr. Thomas G. Middlebrook, P.Eng.
Chief Engineer
Engineering Department
Toronto Transit Commission
1900 Yonge Street
Toronto, ON M4S 1Z2

CONFIDENTIAL



Dear Mr. Middlebrook

Re: **Comments on Spadina Subway Extension
Environmental Assessment Draft Report**

We have reviewed the Spadina Subway Extension Environmental Assessment Draft Report prepared by the TTC and have a few comments as identified in the table attached to this letter. Overall, York Region is very supportive of the Spadina Subway Extension undertaking as identified in the EA Draft Report and all of our comments can be considered to be minor in nature. The comments can all be classified as either minor corrections or are intended to help clarify the coordination between the TTC Spadina Subway Extension EA and the York Region Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA.

Our comments are attached. Please also make the appropriate changes in the Executive Summary that are affected by these comments.

Please contact me if you have any questions regarding these comments.

Sincerely,

Paul May
Paul May, P.Eng.
Director, Infrastructure Planning

Attachments 3

Copy to: Mary-Frances Turner, York Region Rapid Transit Corporation
Robert DiProffio, York Region Transit
Stephanie Rice, TTC
Scott Thorburn, URS

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The Regional Municipality of York, 17250 Yonge Street, Newmarket, Ontario L3Y 6Z1
Tel: 905-830-4444, 1-877-464-YORK, Fax: 905-895-3482
Internet: www.region.york.on.ca

REVIEW COMMENTS
SPADINA SUBWAY EXTENSION

SUBMISSION: EA DOCUMENT (DRAFT)
REVIEW DATE: JAN 9, 2006

JAN 13, 2006
PAGE 1
CONSULTANT: TTC/.....

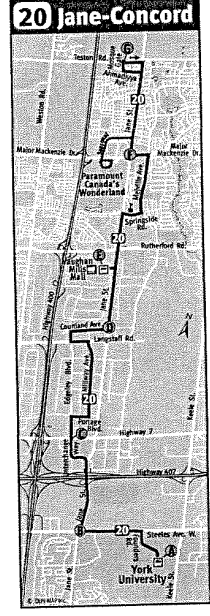
Item #	Dwg/Section	I.D.	Dwg. # / Spec Section/Page #	Comments	Response	Action
1			p. 4-22, Section 4.5.2	Missing information: YRT Route 20 (Jane-Concord) is not mentioned and should be listed with the other YRT routes. Daily service operates 20-min peak period service, and 30-45min off-peak service.		
2			p. 4-22, Section 4.5.2	Correction required: Daily YRT Route 10 (York University-Woodbridge) operates 30-min peak period service, and 45-min off-peak service.		
3			p. 4-22, Section 4.5.2	Clarification required: QuickStart is now known as Viva, also, update with current Viva service details (i.e. purple and orange routes servicing YorkU, each featuring 10min peak service and 15min off-peak service).		
4			Fig. 4-14	Clarification required: Routing for some YRT routes on the map is outdated. For clarification of local routing for Routes 3 and 20, see attachments provided.		
5			Fig. 4-14	Missing information: Viva services are not reflected in the map, and should be.		
6			Fig. 4-14	Correction required: Since the introduction of Viva, anticipated shifts in ridership have occurred. As such, total daily passengers (i.e. revenue and non-revenue boardings) for YRT routes requires update as follows: Rte3=1,600; Rte10=450; Rte20=1,400. Also, Viva ridership should also be provided as follows: Viva-purple=4,700; Viva-orange=1,200. (These reflect Nov/05 data.)		
7			Fig. ES-3	Suggested clarification: On this map, the "Steeles Inter-Regional Terminal" should be identified as the "Proposed Steeles Inter-Regional Transit Terminal". (This should carry-through to other similar references in the document.)		
8			P. ES-8, Section 2.1.2	Correction required: According to David Stowe (Brampton Transit), Brampton Transit does not currently operate into York University.		
9			Fig. 4-24	Correction required: The YorkU campus map indicates outdated bus-stop locations for YRT local routes, and does not indicate location of Viva Stations.		

SECTION DESIGNER RESPONSE TO COMMENTS:
1 - WILL COMPLY
2 - DISCUSS - CLARIFICATION REQUIRED
3 - NOT APPLICABLE BECAUSE ...

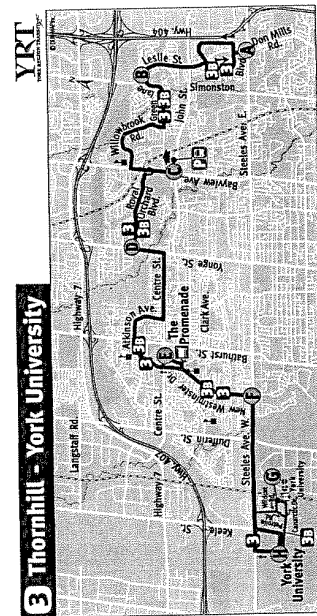
Item #	Dept/ Section	I.D.	Dwg. # / Spec Section/Page #	Comments	Response	Action
10				An overall Table of Contents for all of the chapters at the front of the document would assist in being able to locate specific information within the document.		
11			Section 1.1.3	Need for a New EA Study - Please add a reference to the York Region Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA.		
12			Figures 4-3 and 4-4	The reference source for these two figures should be the York Region Official Plan rather than the York Region Master Plan.		
13			Section 4.5.2 and Figure 4-14	This section and figure should be updated to reflect the start of Viva operations.		
14			Figure 4-15			
15			Figure 4-25	Jane Street north of Steeles Ave. to Langstaff Rd. has a designation of "up to 45 m." and Highway 7 through the Vaughan Corporate Centre has a designation of "up to 60 m." in the Region Official Plan.		
16			Figure 4-26	The Cherrywood Clairville Hydro Corridor is not identified on the figure.		
17			Table 4-13	The Cherrywood Clairville Hydro Corridor is shown too wide on the figure.		
18			Page 7-18	Some of the numbers appear to have an extra digit.		
19			Page 7-1, section 7.0	3 rd paragraph in "Supporting Road Network Improvements" - The reference should be to the Steeles West Station rather than the Finch West station.		
20			Table 8-1	Sub-bullet (2) under "It is noted that the implementation of the Undertaking will not preclude:" - Please add a reference to the York Region Highway 7 Corridor and Vaughan North-South Link Public Transit Improvements EA.		
21			Section 9.2	The reference can also potentially be added to Figure 7-1 The Interactive Matrix is missing.		
22			Section 9	Property Acquisition - This section should also reference that the TTC will work with York Region, Vaughan, York University and GO Transit on securing the additional property required for the Steeles West Station. Somewhere in Section 9 there needs to be a reference to the TTC continuing discussion with York Region, Vaughan, York University and GO regarding the operation and ownership of the Steeles West bus terminal and commuter parking lot.		

SECTION DESIGNER RESPONSE TO COMMENTS:

- 1 - WILL COMPLY
- 2 - DISCUSS - CLARIFICATION REQUIRED
- 3 - NOT APPLICABLE BECAUSE ...



YRT



October 17, 2005

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

RE: Spadina Subway Extension Environmental Assessment, Phase 3
 York University Comments on Preferred Alignments and Station Layouts

Dear Mr. Middlebrook,

I want to thank you and the TTC on behalf of York University for the opportunity to provide input to Phase 3 of the Environmental Assessment for the Spadina Subway Extension. The City of Toronto and TTC should be complimented on the format and quality of the information presented at the Phase 3 workshop held at York on October 6, 2005. This workshop was attended by several York University staff and the interactive format of this workshop provided an excellent opportunity for staff to provide important input to the preferred alignment and station layouts presented by TTC.

The purpose of this letter is to summarize and formally present York University's comments on the preferred alignments and station layouts. York is mainly concerned with the preferred alignment alternative for the north section and the layouts for the York University and Steeles West Stations. However, York has one comment on the Finch West Station layout.

York's comments are summarized as follows:

Finch West Station

Possible commuter parking has been identified within the Hydro Corridor on both the west (Lot A) and east (Lot B) sides of Keele Street. On a plan presented at the Phase 3 workshop, the commuter parking on the west side of Keele Street was shown extending further north from the Hydro Corridor to Murray Ross Parkway with an entrance to the commuter parking off Murray Ross Parkway.

York University advises that it owns the parcel of land immediately south of Murray Ross Parkway and bounded by the Hydro Corridor to the south. This property is considered to be a prime development site by York University Development Corporation.

Preferred Alignment - North section & York University Station

York University concurs with the TTC's analysis and evaluation of the alternatives that identifies Alternative N3 (White) as the preferred alignment for the north section of the subway extension. From York's perspective, it is considered that N3 and the associated York University Station location provide a good connection to the University Common, the transportation hub of the university. It is also understood that this alignment would provide the lowest operating and maintenance cost and a good alignment for future extension of the subway into the City of Vaughan.

York University has the following comments and concerns that need to be addressed as the EA and project moves forward:

1. The existing Schulich School of Business is one of York University's most prestigious and newer buildings and we wish to be assured that the construction of the proposed twin tunnels under the building foundations, as well as the York University Station box excavation immediately adjacent to the building, will not adversely impact this facility. It is recognized that the TTC has not yet completed the necessary geotechnical and noise/vibration studies for the project and we look forward to reviewing copies of the expert reports being prepared for this purpose.
2. It appears that the construction of the York University Station will directly impact the existing York Lanes development. At the workshop the TTC indicated that they would be exploring opportunities to integrate the entrances to the station with the adjacent development (York Lanes and possible Schulich). The impacts of such reconstruction, including the major station box excavation immediately adjacent to York Lanes, is a concern to York in view of the importance of this facility to the life of the University. In addition, our plans to develop the site immediately east of the existing York Lanes building also need to be considered.
3. The proposed substation at the York University Station should be located below grade in order to be as unobtrusive as possible.
4. Construction staging, traffic management, construction noise mitigation and protection of numerous important utilities within the limits of the construction of the York University station remain important issues for York.
5. The comments related to tunnelling under the Schulich Building are also applicable to the York Lanes Parking Garage.

6. Following the recent workshop, the Office of the Vice-President has been receiving questions from the Science Faculty with respect to the potential impacts of subway noise, vibration and electro-magnetic effects on sensitive equipment within the science laboratories. While we have been reassured by the TTC's positive statements on this issue during previous meetings, this highlights the need for us to obtain for review copies on the TTC's specialist reports on noise and vibration that are currently being prepared by S.S. Wilson Associates for the TTC.
7. It is accepted that the construction of the Steeles West Station box and crossover structure through the Northwest Gate parking lot will result in some disruption to parking during construction. Leaving aside the issue of the proposed Bus Terminal in the NW quadrant of this parking lot, York wishes to be assured that the crossover structure will not sterilize the remainder of this parking lot for possible future redevelopment. In this respect, York will be seeking to ensure that it is not unreasonably restrained from developing on top of the crossover structure. Such development may include future buildings in this area.

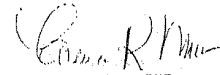
Steeles West Station

The selection of Option 1A as the preferred alternative for the Steeles West Station continues to be an issue for York University in that it incorporates three separate major bus terminals located on the north and south sides of Steeles Avenue. York wishes to echo the real concerns expressed by the City of Toronto Planning and York Region staff at the workshop that this option clearly does not support redevelopment and increased densities at this important station node. Significantly, this is one of the cornerstone station evaluation criteria stated in the presentation material and highlighted on page 3 of Newsletter No. 2 circulated at the workshop.

1. York strongly recommends that the TTC revisit the alternatives for this station including developing other viable alternatives. Further, it is recommended that the TTC facilitate a separate workshop to be attended by the major stakeholders (City of Vaughan Planning Staff, City of Toronto Planning Staff and York University) in order to obtain updated information on proposed revisions to the City of Vaughan's Official Plan, York University's Secondary Plan Update and to develop a station layout that would support the potential for higher density development, possibly integrated with one or more bus terminals.
2. Independent of the above-noted comment/additional workshop, York is still interested in receiving the detailed secondary evaluation of the current alternatives undertaken by TTC using an arithmetic or weighted score method. This is requested as it appears to university staff that such an evaluation might support a different alternative.
3. In the event that the resulting preferred alternative includes a bus terminal on York University property at the Northwest Gate, we would request that this terminal be designed to accommodate the GO and YRT-Viva bus routes from the 905 which are most heavily traveled by York University bound passengers.

4. Finally, York wishes to assure the TTC of its strong support for the Spadina Subway Extension. The comments summarized in this letter are intended to be constructive and in the interest of ensuring the best possible transit facility to serve both the university and the community at large now and in the future when we have full development build out around the station nodes. We look forward to continuing to work constructively with the project team to ensure timely approval of the EA Phase of this project.

Yours sincerely,



Lorna R. Marsden, PhD
President and Vice-Chancellor

Cc: Rick Ducharme
Chief General Manager

:bb

Copy: Charles Wheeler
Pierre Laurin
Stephanie Rice
Scott Thorburn
John Sepulis
File Ref: A85-63

By Fax and Mail

January 20, 2005

Dr. Lorna Marsden
President and Vice-Chancellor
Office of the President
York University
S949 Ross Humanities and Social Sciences Building
4700 Keele Street
Toronto, Ontario
M3J 1P3

Dear Dr. Marsden:

Re: **Spadina Subway Extension Environmental Assessment**
York University Comments on Preferred Alignments and Station Layouts

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

Finch West Station

Preferred Alignment – North Section and York University Station

- 1) Tunnelling Under Schulich School of Business
- 2) Integration of Station Entrances with York Lanes and Schulich School of Business
- 3) York University Station Substation
- 4) Construction Staging, Traffic Management and Construction Noise Mitigation
- 5) Tunnelling Under York Lanes Parking Garage
- 6) Noise, Vibration and EMI

Steeles West Station

- 1) Workshop

- 2) MATS Results for Steeles West Station Evaluation -
- 3) Assignment/Allocation of Operators by Bus Terminal -

Sincerely,

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

80-2-100
1071418
Attachment