



# Toronto Transit Commission Transit City Open Houses

## Scarborough Rapid Transit (SRT) Conversion and Extension

April 12 and 15, 2010  
Summary Report

Prepared by Lura Consulting  
April 2010

This summary report was prepared by Lura Consulting. Lura is providing third-party consultation management services as part of the Toronto Transit Commission (TTC) and the City of Toronto Transit City projects. This summary captures the key comments submitted during the noted Public Open Houses. It is not intended as a verbatim transcript. If you have any questions or comments regarding the summary, please contact:

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## Table of Contents

<b>1. Introduction</b>	<b>1</b>
<b>2. Public Notification</b>	<b>2</b>
2.1. TTC Mailings / Notification	2
2.2. Communication between City of Toronto and First Nations	3
<b>3. Comment Summary</b>	<b>3</b>
3.1. Top Comments and Concerns	3
<b>4. Summary of Comments Received</b>	<b>4</b>
4.1. Support / Opposition for the Plan	4
4.2. Existing SRT (Kennedy Station to McCowan Station)	4
4.2.1. Kennedy Station	4
4.2.2. Lawrence East Station	4
4.2.3. Ellesmere Station	5
4.2.4. Scarborough Centre Station	5
4.3. SRT Extension (Bellamy to Malvern Town Centre)	5
4.3.1. Future Bellamy Station and Storage and Maintenance Facility	5
4.3.2. Brimley Station	5
4.3.3. Centennial Station	5
4.3.4. Extension to Malvern Town Centre	5
4.4. Opposition to Preferred Plan for Surface Service Tracks on Progress Avenue (Milner to Sheppard)	6
4.5. Other Transit Connections/Transfers	7
4.6. Track Design	7
4.7. SRT Alignment	7
4.8. Priority Signals	7
4.9. Subway, Underground SRT and Other Technologies	7
4.10. Noise and Vibration Impacts	7
4.11. Construction	8
4.11.1. Construction Impacts	8
4.11.2. Construction Method	8
4.11.3. Construction Schedule	8
4.12. Environmental Impacts	8
4.13. Property Impacts	9
4.14. Parking Impacts	9
4.15. Consultation	9
4.16. Costs	10
4.17. Miscommunications	10
4.18. Other	10
<b>5. Appendices</b>	<b>11</b>
Public Notifications	

## ***1. Introduction***

### **Background**

As part of Transit City, the City of Toronto and TTC are planning the conversion and extension of the existing Scarborough Rapid Transit (SRT) line. The project will support economic development, reduce greenhouse gas emissions, and provide effective alternatives to driving. The project will double the passenger capacity of the SRT and provide fast, reliable and accessible service. At the Open Houses, TTC and the City presented the preferred design for the SRT conversion and extension, as well as the identified environmental impacts, proposed mitigation measures and proposed methods of construction.

The existing SRT line runs 6.5 kilometres from Kennedy Station to McCowan Road. Because the existing vehicles are reaching the end of their life expectancy, the existing exclusive right-of-way and stations must be modified to accommodate new LRT vehicles and to expand ridership capacity. The new LRT vehicles will be the same as those to be used on other Transit City Light Rail Transit (LRT) lines.

At Kennedy Station, improvements will also include a more direct connection between the SRT and Bloor-Danforth Subway platforms. Plans will also accommodate the new Eglinton Crosstown and Scarborough- Malvern LRT lines.

The 5.1 kilometre extension of the SRT from McCowan Road to Malvern Town Centre will provide rapid transit to northeast Scarborough, including a direct connection to the Sheppard East LRT. The first phase of the project will extend the line 3.4 kilometres from McCowan Station to Sheppard Avenue East, via an exclusive right-of-way. The second phase will extend the line 1.7 kilometres to Malvern Town Centre. New bus terminals are planned at Sheppard Avenue and Malvern Town Centre.

### **The Process**

The environmental impact of the SRT conversion (including Kennedy Station improvements) and extension will be assessed in accordance with Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings (2008). Following the April 6, 2010 Notice of Commencement for the SRT Transit Project Assessment, the TTC and the City of Toronto undertook public consultation in April 2010. An Environmental Project Report is being prepared as part of the Transit Project Assessment process.

### **Next Steps**

Following the Open Houses, there will be an opportunity to incorporate feedback. Within 120 days, a formal public notice of study completion will then be issued. At that time, an Environmental Project Report will be made available for a 30 day review period on the project website: [www.toronto.ca/transitcity](http://www.toronto.ca/transitcity) (see: *Extension of the Scarborough Rapid Transit & Kennedy Station Improvements*). The Notice of Completion will include a number of locations to review a hard copy of the report.

This report summarizes the comments received through the open houses and other communication channels, beginning April 12<sup>th</sup>, up to and including April 22, 2010.

The following table displays the dates and locations of the SRT Conversion and Extension open houses, as well as the number of attendees (signed in) and comment forms received.

Date	Location	Number of Attendees (signed in)	Number of Comment forms received
April 12, 2010	Jean Vanier Catholic Secondary School	95	13
April 15, 2010	Chinese Cultural Centre	261	44
<b>Total</b>	--	<b>356</b>	<b>57</b>

Each open house presented 80 detailed panels, 5 panels presenting information about Metrolinx, a Key Facts handout, a Frequently Asked Questions handout, (available for download on the project web page at [http://www.toronto.ca/involved/projects/scarborough\\_rapid\\_transit/index.htm](http://www.toronto.ca/involved/projects/scarborough_rapid_transit/index.htm)), and an open invitation to ask questions and discuss the plan with the TTC, City and Consultant project team members present.

During the open houses, participants were invited to write down their ideas and opinions on comment forms and submit them at the registration table. In addition to the comment forms, project team members and Lura staff recorded participant comments as they arose during discussions.

A total of 356 (signed in) participants attended the two open houses and 57 comment forms were submitted. The public was also able to provide comments online or via telephone. Between April 12 and April 22, 2010, TTC received 9 comments via email and telephone, many of which were questions, comments and/or requests to be added to the mailing list.

## ***2. Public Notification***

The following section lists the methods used to notify stakeholders and the public about the SRT Conversion and Extension Open Houses. The newspaper ad/flyer, along with sample letters and emails are provided at the end of the document in the Appendix.

### **2.1. TTC Mailings / Notification**

- 58,598 flyers were delivered via Canada Post to all properties within approximately 400 m of the study area. (March 29, 2010)
- 351 notices were mailed out and emailed to all those who have previously expressed interest in the SRT. (March 29, 2010)
- 1191 notices were mailed out to property owners within the 30 m buffer zone of the line in all directions study area. (March 29, 2010)
- Study participation response forms mailed to agencies (April 6, 2010).
- Study notices emailed to Councillors (April 1, 2010)

#### **Newspaper Ads:**

- Scarborough Mirror North and East Editions on April 8 and 9, 2010
- Metro on April 6 and 7, 2010

## **2.2. Communication between City of Toronto and First Nations**

- March 30, 2010 notification was sent to: INAC – Specific Claims, LMRB, and Comprehensive Claims, the Ontario Ministry of Aboriginal Affairs. No new First Nations contacts were noted by INAC or MAA for the project.
- As per all Transit City projects, TTC contacted the Mississaugas of the New Credit First Nation on March 30, 2010 and all 8 of the Williams Treaty First Nations as well as their legal Coordinator Ms. Kerry Sandy McKenzie (on March 30, 2010), and asked each First Nation to advise of any interest they may in the project in writing. A follow-up meeting was offered to all if they expressed interest.

## ***3. Comment Summary***

A summary of the key issues and comments received between April 12 and April 22<sup>th</sup>, 2010 is presented below, with detailed comments provided in Sections 4.

### **3.1. Top Comments and Concerns**

- Disagree with the plan to build service tracks at surface on Progress Ave.
- Suggestions to build the service tracks underground on Progress Ave.
- Concern was voiced about the potential noise and vibration levels due to surface tracks.
- Concern regarding potential decrease in property value due to proximity to the surface LRT (along Progress Ave. and along the entire route).
- Suggestions to include a cover on existing and future open-air SRT rail tracks (noise mitigation and weather proofing the line).
- Suggestion to build a subway instead of light rail.
- Environmental concerns from residents living on Treverton Drive include the project's potential effects on species (flora and fauna) along the hydro corridor (along Treverton Drive from Kennedy Station to Lawrence) and Highland Creek areas.
- Concern regarding loss of parking at the Chinese Cultural Centre.

## 4. *Summary of Comments Received*

A summary of all comments received between April 12<sup>th</sup> and 22<sup>nd</sup>, 2010 is presented below. They include comments from submitted comment forms, emails, telephone calls and letters. The comments are grouped by topic and type of comment. An asterisk (\*) is used to illustrate comments mentioned more than once. Two asterisks (\*\*) are used to illustrate comments mentioned 10 to 19 times and three asterisks (\*\*\*) are used to illustrate comments mentioned 20 times or more.

### 4.1. Support / Opposition for the Plan

**Support** for the project.

- The project is **long overdue**. Please push for it and do not postpone the upgrade of public transit.
- **Start** building the extension.

**Opposition** to the project.

- There is **no need to extend the SRT**. It will not serve those living along the line.
- If there is **not enough money** to build the track underground, do not extend the SRT.
- If an above ground track is built on Progress, do not build the line (although this route would make commuting to the area it will serve more convenient).
- The Provincial Government should have **frozen all funds**, including the Sheppard lines. These lines are being built solely to satisfy a short term political agenda rather than the real needs of the Scarborough residents for Rapid Transit.

### 4.2. Existing SRT (Kennedy Station to McCowan Station)

#### 4.2.1. *Kennedy Station*

- A **Bloor-Danforth line subway extension**, east of Kennedy (even above ground) would solve the complexity of the infrastructure construction at Kennedy Station.
- Ensure that the **connection between SRT and Sheppard East line is able to be through routed**. It would be possible to have revenue service between Kennedy Station and the Conlins carhouse via Sheppard Ave. LRT.

#### 4.2.2. *Lawrence East Station*

- During construction, include a **bus stop** as there is no regular route to the station.
- Request that the **steps** at Lawrence East Station (on the Midland side) be **fixed** up during station renovation.
- Lawrence East Station should have a **direct elevator to the surface** on top of the overpass and a bus stop.
- Request to install **security cameras** at Lawrence East underpass.

#### **4.2.3. *Ellesmere Station***

- Build it **below grade** since the line has to go below the GO tracks.
- Ellesmere Station should have a **direct elevator** to the surface on top of the overpass and a bus stop.

#### ***Question:***

- How will you **improve transfers between SRT and the York Mills bus** at Ellesmere?

#### **4.2.4. *Scarborough Centre Station***

- Would like to see a **branch line of the Sheppard LRT go south** through the Centre with a platform below the bus platform.

### **4.3. SRT Extension (Bellamy to Malvern Town Centre)**

#### **4.3.1. *Future Bellamy Station and Storage and Maintenance Facility***

- This Storage and Maintenance facility should be **built as part of the SRT extension project if the project goes through**. Building the facility in parallel with the SRT extension will solve the problem of needing the Progress and Sheppard service tracks. The vehicles going to be serviced or stored would not need to turn on Sheppard but would be stored and maintained at the Bellamy facility.
- Concerned that the **Bellamy Yard and Station will not be built**. As population increases in the area, concerned that the TTC will not accommodate all future riders in the area.
- Question regarding **projected area and population requirements** to warrant the construction of Bellamy Station.

#### **4.3.2. *Brimley Station***

- **Brimley Station is unnecessary** due to its close proximity to the Scarborough Centre Station.

#### **4.3.3. *Centennial Station***

- Build a **footbridge or tunnel** to Centennial College.
- The SRT should **end at Centennial College**.
- **Disappointed that the station is on the west side** of Progress. Consider a pedestrian tunnel.

#### **4.3.4. *Extension to Malvern Town Centre***

- Although not currently funded, the **extension should continue through to the Morningside Heights** area in order to limit transfer to buses.
- The **extension to Malvern Town Centre is required before the Pan Am Games**.

#### 4.4. Opposition to Preferred Plan for Surface Service Tracks on Progress Avenue (Milner to Sheppard)

- **Build the service tracks underground.** Against the SRT if service tracks need to be above ground. The underground line will disrupt the neighbourhood for a period of time during construction, but the service tracks will have an unfavourable effect for decades. \*\*
  - To mitigate disruption, **cut-and-cover the service track** at Progress and Sheppard. Set up a parallel track below grade to the main line instead of a surface route.
- This plan is **unacceptable to the residents** in the area. TTC plans to have the passenger vehicles underground in the residential area because the **LRT is too noisy and too invasive**. They also plan to have non revenue LRT lanes running above ground in the middle of that residential community on Progress and then making a switch at Progress and Sheppard to go to the eastern Storing and Maintenance area. \*\*
- The project is valid and well thought out. However, the **service track option at Sheppard and Progress is not**. Look for other solutions to mitigate noise and visual degradation of the neighbourhood.
- There **isn't enough capacity to support extending the SRT** from Scarborough Station through Progress Ave.
- Engineer a **connection of the underground route of the SRT with the Sheppard LRV line**, thus avoid building a service line at the surface.
- If there **isn't enough money to build the service tracks underground, don't build the SRT extension**. Just focus on the Sheppard line.
- **Use Sheppard Ave.**, not Progress Ave as the service track.
- **Disagree with the plan to use service tracks at surface on Progress Ave.** Reasons include: \*\*\*
  - A vehicle using the service track will **not benefit the community** and will **increase noise, vibration and pollution levels** in the area (especially early in the morning); \*\*
  - **Decrease the property value;** \*\*
  - The track/vehicles will **run too closely to the houses** along Progress; \*
  - **Increase back log of traffic** on the road;
  - **Compromise access to the park;**
  - Install a **wall along the route that will spoil the view** for houses along Progress;
  - There will be **significant social cost, increased noise** in the area and the **aesthetics will be compromised;**
  - **Safety will be compromised** due to the vehicles operating at street level;
  - The **service track runs along a school route**. This will be dangerous to children that cross the street for school and to get to the Rosebank Park;
  - Will **negatively affect the well-being and environment** in the long term;
  - The ground level service track will create **health hazards** to seniors and to those with health issues;
  - **Taxes** will likely increase;
  - **Empty trains will not serve the community**, nor solve the purpose of Transit City;
  - **No improvements will be felt by the community** if the track is built along Progress;

- Will **negatively affect the Chinese Cultural Centre, library, playground and school** nearby;
- The proposed service tracks on Progress **ill serves the Rosebank community**.

#### 4.5. Other Transit Connections/Transfers

- Support **improved passenger connection** between subway and SRT.
- The Scarborough-Malvern Line should end as close as possible to the Eglinton Crosstown Line so as not to inconvenience passengers that are transferring from one line to the other.
- Complete **SRT extension to connect with Sheppard Line**.
- A 2-track connection should be installed at Sheppard, to allow through running from north to east and west to south (during Pan Am games, for UTSC, and during rush hour).

#### 4.6. Track Design

*Question:*

- What will the **LRT lines look like once complete?** Are there artist conceptions?

#### 4.7. SRT Alignment

*Questions:*

- Question regarding **where the SRT will cross the 401**. Will a new bridge be constructed, or will it continue at Progress? Not clear on SRT panels at Open House.
- Will the LRT line be **moved to the west side of the hydro field** as opposed to east side as indicated in the previous plans?

#### 4.8. Priority Signals

- **Do not install priority traffic lights** along the SRT extension.
- Traffic lights on Eglinton **must be synchronized to allow maximum speed of LRT** and cars, to prevent unnecessary idling and noise pollution from vehicles starting and stopping.

#### 4.9. Subway, Underground SRT and Other Technologies

- **Build a subway on Sheppard Avenue** and where the SRT will be. \*
  - Light rail is a band-aid solution.
  - Design for the future of Scarborough.
- Build a **bullet train** instead of light rail.
- Build the **SRT underground**. \*
  - This would make the line safer.

#### 4.10. Noise and Vibration Impacts

- Consider further **noise mitigation measures** at above ground sections. \*
- The conversion and extension of the Scarborough Rapid Transit should consider the inclusion of a **"cover" on the existing and future open-air RT rail tracks**. This would help reduce sound pollution along the RT line, in particular the neighbourhoods by the RT stations. \*

- The **6 meter noise barrier will affect air circulation** on properties adjacent to the barrier.
- **Noise levels** will be greater than anticipated.
- **Noise pollution** was poorly presented.
- No **noise mitigation technology** will reduce the noise enough, especially during the early morning hours. People's sleep quality will suffer, affecting their mental and physical wellbeing.
- The distance between the **Chinese Cultural Centre's theatre and the track/station at Progress** and Sheppard is no more than 100 feet.

*Question:*

- Will there be **sufficient noise and vibration absorption devices** to reduce the noise and vibration level affecting the theatre?

## 4.11. Construction

### 4.11.1. Construction Impacts

- Concerned about **noise and diesel pollution** during day while construction is occurring.
- Consider the **effect of the construction process** on nearby homeowners.
- (During/Post Construction): **Traffic flow will be affected** in the area.

### 4.11.2. Construction Method

- Shutting down the SRT during construction will be very disruptive. Consider **temporarily replacing it with the GO train**.
- Consider running **shuttle GO trains from Kennedy to Agincourt GO** during construction to reduce the number of buses needed. Also, run extra buses on alternate routes (e.g. Don Mills).
- The Open House showed that bus services will be required for 3 years during the construction period. TTC should **design efficient bus services for Scarborough East residents** that would take them quickly to a subway station or a GO train. For example, taking passengers from specific areas to a rapid transit stations like Don Mills or Kennedy Subway stations or Agincourt or Milliken GO Stations. This is commonly done by VIVA in Markham, where the buses are routed onto the 407 ETR, bringing the passengers to Don Mills station.
- During construction, **maintain service from Lawrence East Station to Kennedy Station** through the use of **shuttle buses**.

### 4.11.3. Construction Schedule

*Question:*

- When will **construction begin** on the line?

## 4.12. Environmental Impacts

- You will **destroy the river** where children play.

- Concerned about **impact to migratory and resident birds and animals** that **use the hydro corridor** along Treverton Drive, from Kennedy Station to Lawrence. \*
- The route between Bellamy and Markham Rd crosses the **Highland creek** various times and parallels a natural preserve. This will have incalculable effects on the 15 year restoration project of "Friends of Highland Creek". \*

#### 4.13. Property Impacts

- **Property impact** concerns. \*
  - Please follow-up as the project proceeds.
- **Compensate for loss** if property is acquired for the project.
- Concern regarding **property values along Progress**, since that route has been chosen as the service track. Property taxes should be reduced. \*
  - The service track that will be built on the surface along Progress Ave. will bring down the property value of the houses along Rosebank Dr.
  - Property values will decrease along Sheppard and Progress.
- **Mitigate the decrease of property value** on Sunburst Square.

##### *Questions:*

- How will the new **TTC bus terminal** at Sheppard and Gateforth Drive affect property values in the nearby area?
- How will the **route affect property values** beside or close to the SRT line?
- How will property owners along Progress and Sheppard be **compensated**?
- Question regarding **property requirements for the project along the hydro corridor**. \*

#### 4.14. Parking Impacts

- In building the **new bus terminal** at Sheppard and Gateforth Drive, parking will be greatly reduced, in particular to those who do not have underground parking but live above the commercial properties adjacent to the site. \*
- The **parking lot** (during and after construction) at the **Chinese Cultural Centre** will be **reduced in half**. Already, there is not enough parking for the Centre.
  - **Decreasing parking at the Centre** to build the service track along Progress Ave. is not acceptable. What mitigation strategy does TTC have to deal with this problem? The parking at the Centre is used for the following:
    - 626 seat theatre, 8,500 sq ft multi-purpose hall, Burrow's Hall Community Centre.

##### *Question:*

- How can TTC prevent commuters from parking their car in the Chinese Cultural Centre's private lot?

#### 4.15. Consultation

- The meeting should have been a **public information meeting** rather than turning into a protest meeting.
- Let people know that **hard copies of information are available at the open house**, such as FAQs. Also, include a disclaimer that printed documents are 'actual' and 'factual'.

#### 4.16. Costs

- The project is **too expensive and an inefficient alternative has been selected**. The LRT should be located along a utility corridor like on McNichol or along 407 ETR rather than being forced in the middle of residential streets like Progress or Sheppard. Why build such long rail lines when you could just build a modest subway loop to Scarborough Town Centre or to the Chinese Community Centre where Scarborough residents could be brought in by a new efficient bus system?
- **Do not increase taxes** to pay for this project.
- The TTC leadership team **should have stopped this project immediately** when Finance Minister Duncan announced that he was cutting funding on the SRT Extension.

*Question:*

- When will it be determined that this project will be **affected by the cutbacks**?

#### 4.17. Miscommunications

- Make the **LRT electric, not diesel**. Buy the building/condo units near the SRT route, otherwise residents will live with diesel fumes.

#### 4.18. Other

- **Capitalize on development and increasing density potential** along the SRT route.
- **Do not reduce vehicle traffic** along Eglinton Avenue, west of Kennedy, because there are no east/west arterial roads. Eglinton and Lawrence Avenue are the only roads to allow east/west connection in the area.
- Concern regarding **location of elevated route columns** in proximity to condo on Markham Road.
- **Use display screens** to show passengers **next train times**.

## *5. Appendices*

### **Public Notifications**

- Scarborough RT Notice of Commencement
- Letter to all Williams Treaty Bands.
- Study Participation Response Form sent to Agencies

# Scarborough Rapid Transit Conversion and Extension

## Notice of Commencement of the Transit Project Assessment Study and Open Houses

The City of Toronto and the Toronto Transit Commission (TTC) are holding two Open Houses where you can learn more about this transit project, ask questions and share your comments. Details are as follows:

Date: April 12, 2010  
Time: 6:30 pm – 9:00 pm  
Location: Jean Vanier CSS  
959 Midland Avenue  
(north of Eglinton)

Date: April 15, 2010  
Time: 6:30 pm – 9:00 pm  
Location: Chinese Cultural Centre  
5183 Sheppard Avenue East  
(at Progress)

### Background

As part of Transit City, the City of Toronto and TTC are planning the conversion and extension of the existing Scarborough Rapid Transit (RT) line. The project will support economic development, reduce greenhouse gas emissions, and provide effective alternatives to driving. The project will double the passenger capacity of the Scarborough RT and provide fast, reliable and accessible service.

At the Open Houses, TTC and the City will present the preferred design for the Scarborough RT conversion and extension, as well as the identified environmental impacts, proposed mitigation measures and proposed methods of construction.

The existing Scarborough RT line runs 6.5 kilometres from Kennedy Station to McCowan Road. Because the existing vehicles are reaching the end of their life expectancy, the existing exclusive right-of-way and stations must be modified to accommodate new LRT vehicles and to expand ridership capacity. The new LRT vehicles will be the same as those to be used on other Transit City Light Rail Transit (LRT) lines.

At Kennedy Station, improvements will also include a more direct connection between the Scarborough RT and Bloor-Danforth Subway platforms. Plans will also accommodate the new Eglinton Crosstown and Scarborough- Malvern LRT lines.

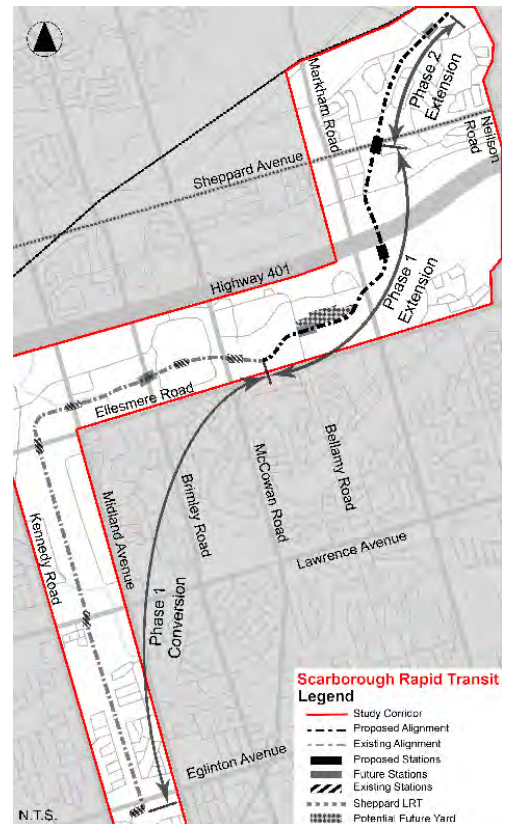
The 5.1 kilometre extension of the Scarborough RT from McCowan Road to Malvern Town Centre will provide rapid transit to northeast Scarborough, including a direct connection to the Sheppard East LRT. The first phase of the project will extend the line 3.4 kilometres from McCowan Station to Sheppard Avenue East, via an exclusive right-of-way. The second phase will extend the line 1.7 kilometres to Malvern Town Centre. New bus terminals are planned at Sheppard Avenue and Malvern Town Centre.

### The Process

The environmental impact of the Scarborough RT Conversion (including Kennedy Station improvements) and Extension will be assessed in accordance with Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings (2008). An Environmental Project Report is being prepared as part of the Transit Project Assessment process.

### Next Steps

Following the Open Houses, there will be an opportunity to incorporate feedback. Within 120 days, a formal public notice of study completion will then be issued. At that time, an Environmental Project Report will be made available for a 30 day review period on the project website: [www.toronto.ca/transitcity](http://www.toronto.ca/transitcity) (see: **Extension of the Scarborough Rapid Transit & Kennedy Station Improvements**). The Notice of Completion will include a number of locations to review a hard copy of the report.



Please attend to review the plan and share your comments and questions with project staff. If you would like to provide comments or obtain more information, please contact:

**Rick Thompson**  
Chief Project Manager  
Scarborough RT Project  
Toronto Transit Commission  
**Transit City Department**  
5160 Yonge Street, 3rd Floor  
Toronto, ON M2N 6L9  
Tel: 416-392-6900  
Fax: 416-338-0251  
TTY: 416-397-0831  
[srt@ttc.ca](mailto:srt@ttc.ca)  
[www.toronto.ca/transitcity](http://www.toronto.ca/transitcity)

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Tuesday, March 30, 2010

Barrister and Solicitor  
Coordinator Williams Treaty First Nations  
8 Creswick Court  
Barrie, ON  
L4M 2J7

Dear

The Toronto Transit Commission (TTC) is undertaking plans for an extension of the Scarborough Rapid Transit from Kennedy Station northward to the Malvern Town Centre. A Notice of Study Commencement and map is attached for your reference.

**Study Process**

The potential environmental effects of the Scarborough Rapid Transit Conversion and Extension will be assessed in accordance with the Transit Project Assessment Process as prescribed in Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings (2008).

Please contact me in writing if you have any interest in the project. TTC will continue to notify Ms. Karry Sandy McKenzie, Barrister/Solicitor and Coordinator for the Williams Treaty First Nations as indicated by the Beausoleil and Chippewas of Rama First Nations.

The TTC would be pleased to organize a meeting with you to discuss the project.

Best regards,  
David

David Nagler  
Community Relations Coordinator  
Transit City – TTC  
Tel: (416)-397-8887  
Email: david.nagler@ttc.ca



Tuesday, March 30, 2010

Dear

Thank you for confirming receipt of our previous notice regarding the Scarborough Rapid Transit (SRT). The Toronto Transit Commission (TTC) is undertaking plans for an extension of the SRT, from Kennedy Station northward to the Malvern Town Centre. A Notice of Study Commencement is attached for your reference.

**Study Process**

The potential environmental effects of the Scarborough Rapid Transit Conversion and Extension will be assessed in accordance with the Transit Project Assessment Process as prescribed in Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings (2008).

Please contact me in writing if the Alderville First Nation has any interest in the project. TTC will continue to notify Ms. Karry Sandy McKenzie, Barrister/Solicitor and Coordinator for the Williams Treaty First Nations as indicated by the Beausoleil and Chippewas of Rama First Nations.

The TTC would be pleased to organize a meeting with you to discuss the project.

Best regards,  
David

David Nagler  
Community Relations Coordinator  
Transit City – TTC  
Tel: (416)-397-8887  
Email: david.nagler@ttc.ca



## STUDY PARTICIPATION RESPONSE FORM

TTC and the City of Toronto have commenced the EA planning process for the Scarborough Rapid Transit Extension in accordance with Ontario Regulation 231/08 (Transit Projects). As consultation is a key component of any Transit EA process, TTC would like to give your agency the opportunity to participate in the study. A copy of the Notice of Commencement is attached for your records.

In accordance with the Transit Project Assessment Process, a draft and final report can be made available to facilitate your agency's review. To reduce the environmental footprint associated with printing and transmitting the document (estimated size 11 x 17 format, double sided, 100 mm thick), we are offering a variety of options. We would ask that you check the most appropriate box and return before **April 19<sup>th</sup>, 2010**. If you do not reply prior to April 19<sup>th</sup>, 2010, we propose to send the reports to your agency in a digital (CD) format.

Thank you in advance,

### Scarborough RT Extension

- This project does not affect my agency. I do not require a copy of the draft or final report.
- This project does not affect my agency. Please keep me informed as to where the report will be available for public viewing.
- This project does not affect my agency. However, I wish to receive a CD of the final report for our records.
- I wish to receive a CD of the draft and final report for our review and comments.
- I would like to receive a hard copy of the draft and final report.

For future contacts, please confirm the following:

Name: \_\_\_\_\_

Agency: \_\_\_\_\_

Email: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone #: \_\_\_\_\_

Fax: \_\_\_\_\_

**PLEASE RESPOND BY APRIL 19<sup>TH</sup>, 2010**  
**by Fax or email to the Attention of Tina Iaboni at 905-882-4399 or [tina\\_iaboni@urscorp.com](mailto:tina_iaboni@urscorp.com)**