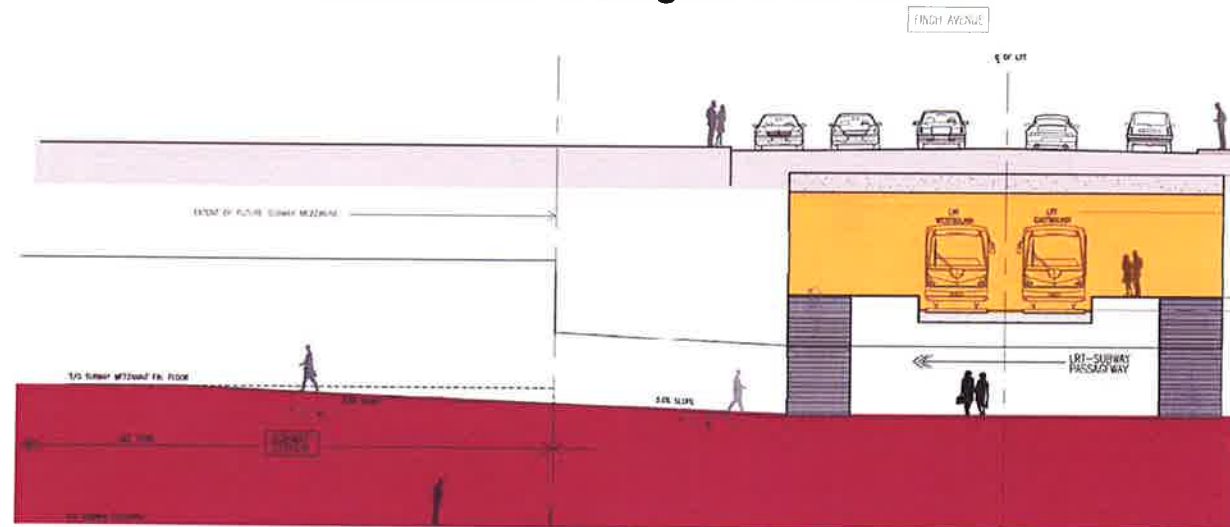


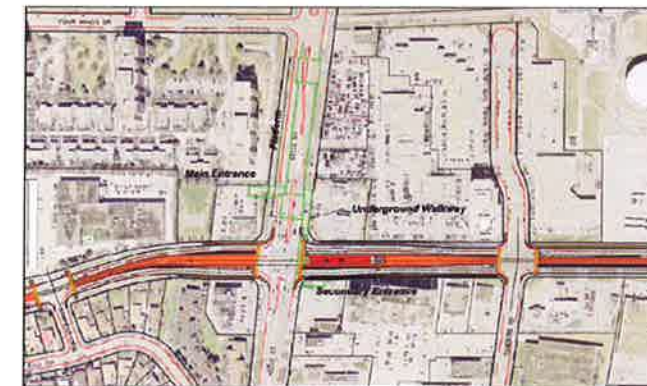
## Finch West Station at Keele (Spadina Subway) Recommended Underground Connection



Conceptual path between Subway and LRT

## Alternate option at Finch West Station at Keele

The underground connection to Finch West Station, presented on the preceding boards, is recommended, however there are some technical challenges associated with that design. This surface alternative is provided as a possible LRT connection to the new subway. The alternate surface option consists of LRT station with stairs/escalators to underground pedestrian passageway connection from LRT platform to new subway mezzanine and station.



## Highway 400 Crossing

- The proposed design adds the LRT in the centre of Finch Avenue West, while preserving the ability to move a high number of vehicles at this important interchange
- Lane changes proposed at highway on and off-ramps (shown on next board)
- Analysis indicates acceptable capacity and safe off-ramp operations
- Ministry of Transportation of Ontario (MTO) has approved the design in principle, pending further detailed study.

## Highway 400 Crossing Proposed Modifications



1. Retain three through lanes in each direction from Jane Street to the CPR overpass
  - a) Convert Highway 400 on ramp transition lanes to general traffic lanes
  - b) Eliminate dedicated right turn lanes
2. Dual left turn lanes for the westbound left turn from Finch Ave. to Arrow Road
3. Replace free flow right turn off ramps with dual right turn lanes which are signalized

Plus changes to green times at traffic signals.

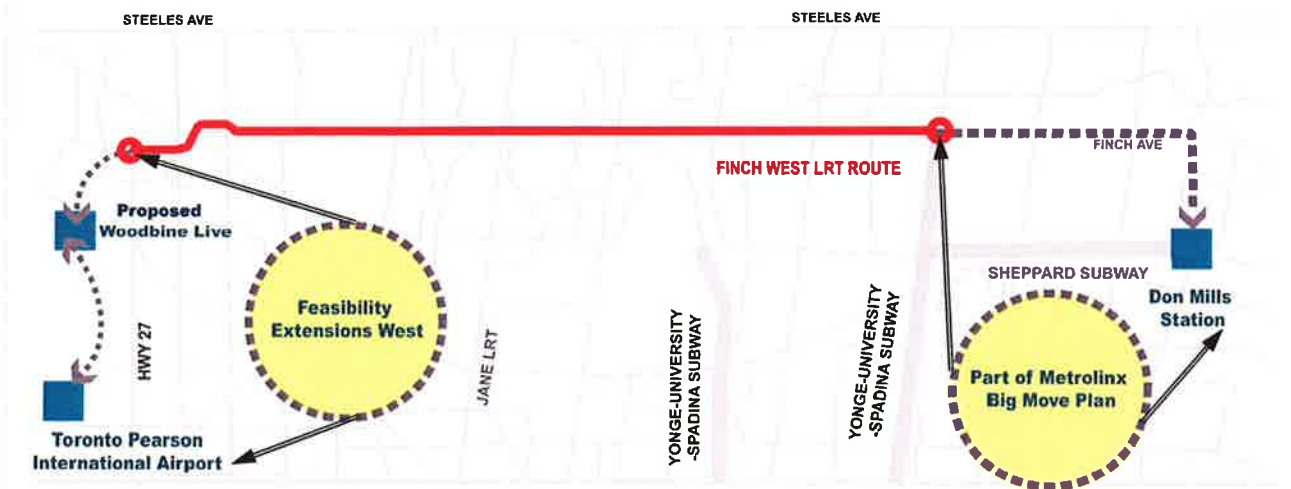
## Humber College Terminal

The Etobicoke-Finch West LRT line is expected to have its western terminal on the campus of Humber College, a major destination and ridership hub.

- Humber College is currently conducting a Master Planning Study for its future growth.
- TTC and the College are coordinating their needs. The terminal locations indicated here are conceptual. The final location will maintain the possibility of further extension to Woodbine Live and the Airport.
- An Official Plan Amendment (OPA) is required to extend the LRT west of Highway 27 on Humber College Boulevard.



## Potential Future Extensions East & West



## Traction Power Substations & Maintenance Facility

### Traction Power Substations

- Electric power substations are required about 1.5 km apart
- Range of locations and spacing are part of the electrical design
- Industrial or commercial locations are preferred, wherever possible
- Architecture will blend into neighborhood locations



### Maintenance Facility Location

- Storage and maintenance facility needed for LRT fleet
- Yard will serve Finch West LRT and Jane LRT lines
- Proposed site is at York Gate/Norfinch
- Separate study is underway



## Assessment of the Preferred Design

An assessment was undertaken for the preferred design, addressing:

- Traffic
- Property
- Environment
  - Natural Heritage (vegetation, wildlife, fisheries and aquatic ecosystem)
  - Noise and Vibration
  - Archaeological Resources
  - Cultural and Built Heritage
  - Socio-economic / Community



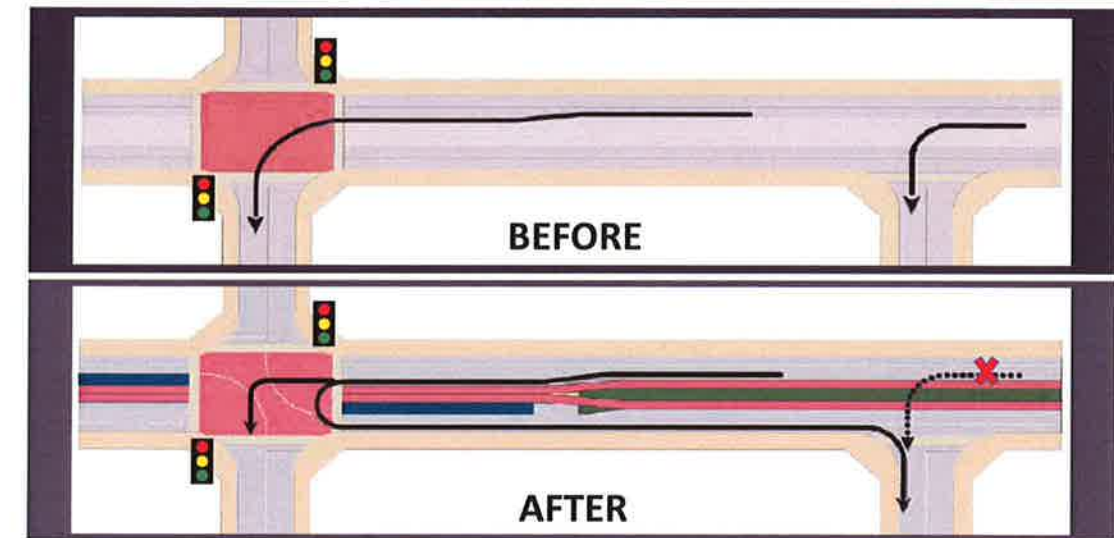


## Traffic

The implementation of the preferred design for the Etobicoke-Finch West LRT project will result in the following:

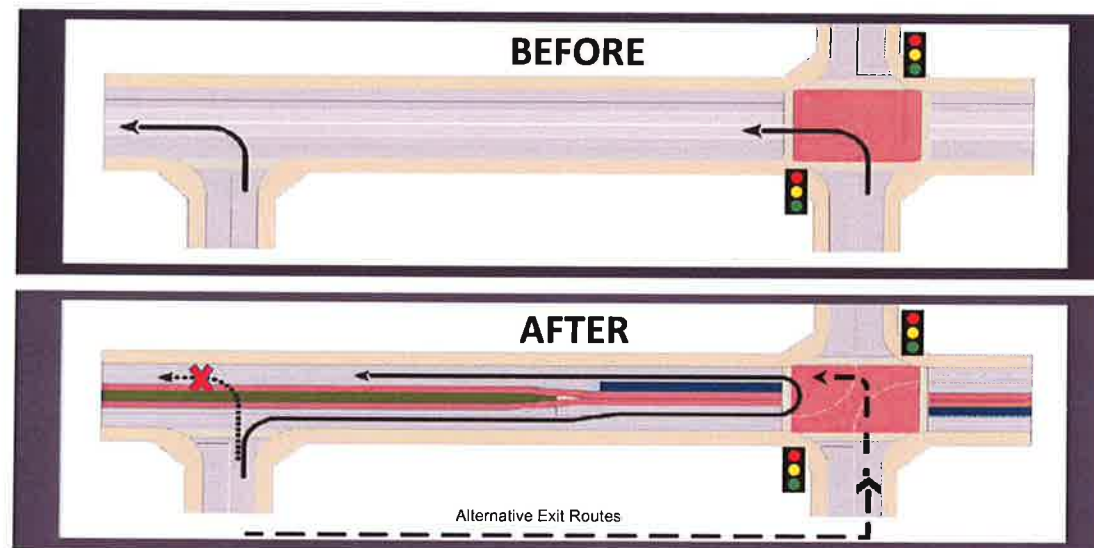
- At least two through traffic lanes in each direction along entire corridor.
- Transit will be moved to designated transit right-of-way lanes in the centre of the street and no longer share the same lanes as private vehicles.
- For safety reasons, left turns from streets and driveways without a traffic signal across the transit right-of-way cannot be permitted. Motorists will instead turn right and then u-turn or left turn at the signal.
- Transit reliability will be improved resulting in less “bunching” of vehicles and faster speeds. Passengers in private cars may experience longer travel times.

## General Left Turn Provisions



INBOUND ACCESS : ACCESS TO SIDE STREETS

## General Left Turn Provisions



OUTBOUND ACCESS : ACCESS FROM SIDE STREETS

## Property Impacts

The proposed LRT design fits within the 36 m Right-of-Way/Street Allowance on Finch Avenue West and Highway 27 except between Yonge and Bathurst

- The Etobicoke-Finch West LRT project will establish a uniform 36-metre street allowance between Yonge and Bathurst Streets as designated in the City's Official Plan.
- Additional property impacts occur at centre platform stations, listed below, and along curves:
  - Wilmington Ave
  - Dufferin St.
  - Kipling Ave.
  - Stevenson Rd.
  - Martin Grove Rd.
  - Highway 27
- Property owners will be contacted individually during detailed design stage

See maps on table or along wall for detailed information



## Natural Environment

### Fish and Aquatic Habitat:

- Humber and Don River watersheds with 8 watercourses crossings of Finch Ave. W.
- 5 of them support fish and fish habitat
- Mitigation potentially needed for in-water work at West Don Bridge

### Vegetation:

- 11 Ecological Land Classifications mapped, all but one in river valleys, all but one cultural
- Endangered species (butternut tree) not affected by LRT
- Mitigation: develop a landscape plan that will replace or compensate any removal

### Wildlife Habitat:

- Restricted to river valleys, away from Finch Ave. W.
- Bird species common and widespread, tolerant of urban noise
- Mitigation: timing restraints, possible bird nest searches before construction, no tree removal during nesting seasons



## Watersheds and Bridges



## Noise Assessment - Overview

### Existing Conditions

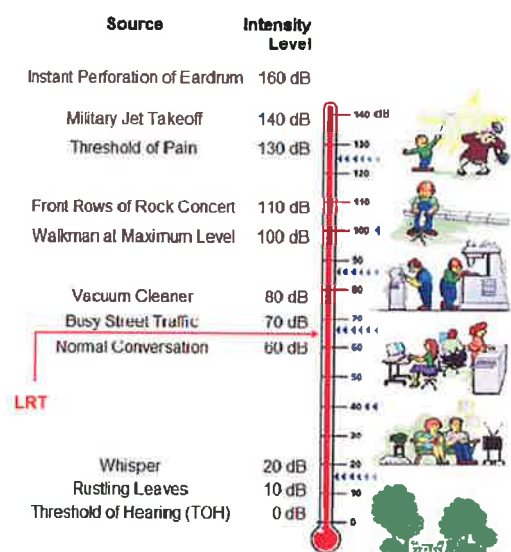
The Finch Avenue West corridor currently has significant traffic volumes and high ambient noise levels

### New LRT Technology for Transit City

Minimal noise impacts are expected due to:

- Advances in vehicle and track technology over existing TTC streetcar infrastructure
- Track construction that includes continuous welded rail to minimize the number of rail joints and the use of rubber sleeves that isolates the rail from the concrete roadbed.

### INTENSITY AND THE DECIBEL SCALE



## Noise Assessment – LRT Vehicles

A noise analysis was carried out in accordance with the established Ministry of the Environment (MOE) / TTC Protocol. Future noise levels were predicted for varied areas along the corridor. The results are shown in the table below:

Surface LRT Section	Sound Level Change Along Corridor (Decibels) (dBA)		Increment Requiring Mitigation (Decibels) (dBA)	Mitigation Required According to MOE/ TTC Protocol (Yes/ No)
	Day	Night		
Humber College	1.7	4.8	5	No
Hun Crescent	1.2	1.9	5	No
Romfield Drive	1.2	1.7	5	No
Wilmington Avenue	0.6	1.2	5	No
Edithvale Drive	0.9	1.6	5	No

### Traction Power Substations

Detailed design work is required to determine the noise impacts of the traction power substations and any necessary mitigation measures.

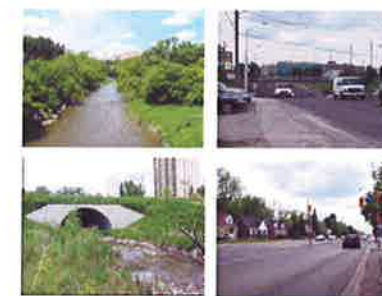


## Vibration Assessment – LRT Operations

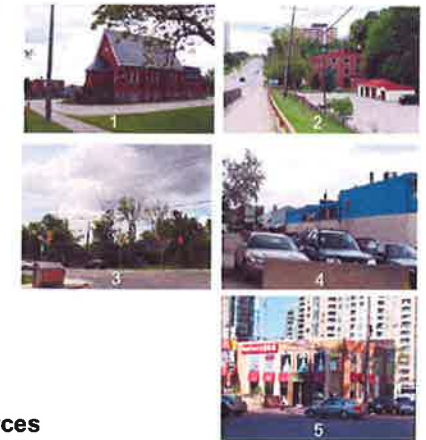
- The LRT vehicles and trackwork to be specified for the Transit City program will use state of the art technology which is expected to produce reduced levels of vibration compared to the existing streetcar system.
- A vibration study has been completed for the Etobicoke-Finch West LRT. The results indicate that vibration resulting from the proposed LRT vehicles is expected to be less than the Ministry of the Environment (MOE)/ TTC Protocol criteria value limit of 0.01 mm/second at distances greater than 9 metres from the general running track areas.
- In some areas, where special track is required for turn back or storage of vehicles, vibration levels are expected to be higher. In these areas, mitigation measures will be further considered during the design of the Project including potential use of isolated track slabs.

## Heritage and Culture

- Archaeology**  
Stage 1 Archaeological Assessment findings:
  - No site potential due to previous road, commercial and residential disturbances
  - Additional assessment not required
- Cultural Heritage Landscapes**
  - Waterscapes (Black Creek, Dufferin Creek, West Branch Don River, Humber River)
  - CNR and CPR Railscapes
  - Circa 1950's Finch Ave Streetscape



- Built Heritage Resources**
  - Elia Episcopal Church and Cemetery
  - Shadowbrook, St. Bernard's Convent
  - Arthur Edward Wade House
  - Open Window Bakery
  - 5600 Yonge Street (Former bank, now Restaurant)



## Socio-Economic / Community Assessment

### Potential Project Benefits

- provide safe, fast, and reliable transit service, that is a viable alternative to vehicular travel
- attract new business in the area based on the provision of increased people movement capacity
- provide employment opportunities during the 4 year construction period
- increase employment opportunities over operating life of the Etobicoke-Finch West LRT

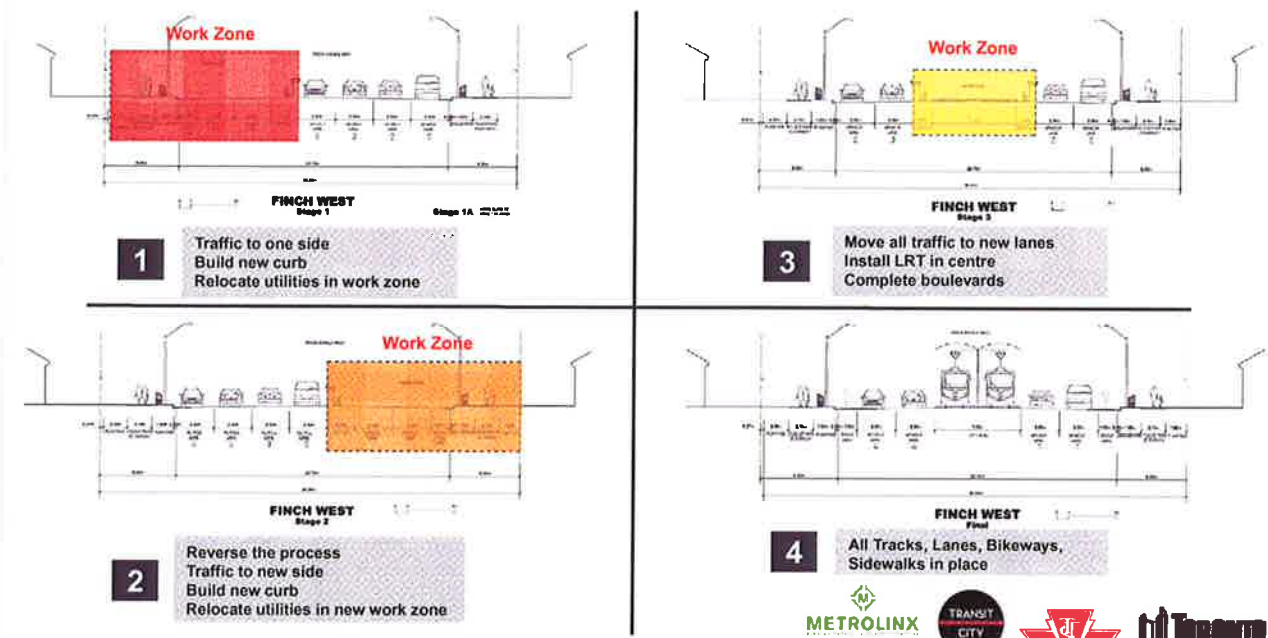
### Potential Project Impacts

- short-term, localized road diversions and / or closures during construction
- travelling by car may be more difficult, during and post-construction
- limited noise impacts during construction
- localized impacts associated with dust and exhaust emissions during construction

### Recommended Mitigation

- implement and monitor during construction, effective traffic, noise, dust, etc. management plans

## Typical Construction Staging



## Project Benefits

The benefits by implementing the Etobicoke-Finch West LRT project include:

- supports the City's growth, including its economic vitality
- ensures that transit is a more attractive travel option by improving travel times, comfort, and reliability of service
- increases the people movement capacity in the corridor in an environmentally sound manner
- provides enhanced accessibility features for all customers
- provides alternative travel choices for non-drivers, including transit and enhanced environments for cycling and walking
- encourages and contributes to improved neighbourhood livability
- provides employment opportunities during construction and LRT operations
- provides opportunities to include urban design and streetscaping features
- contributes to the overall reduction in energy consumption and pollution levels



## Next Steps

- Review and respond to your questions and input received from today's open house. Please leave your comments with us or mail sheets by Jan 15<sup>th</sup> 2010.
- Ongoing consultations with affected property owners
- Continue with process to amend Toronto's Official Plan for Humber College Boulevard
- Report to TTC Commission: Dec 16<sup>th</sup> 2009
- Report to City Council: Jan 26<sup>th</sup> 2010
- Finalize the Environmental Study Report
- Publish Notice of Completion of EA Study
- Submit EA Study report for 30-day public review period



## Freedom of Information and Protection of Privacy Act

Comments and information regarding this study are being collected to meet the requirements of the *Environmental Assessment (EA) Act*. This material will be maintained on file for use during the study and may be included in project documentation.

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

**You are encouraged to contact members of the Project Team if you have any questions or concerns regarding the above information.**



## How to Contact Project Team

1. Hand in a comment sheet before leaving the open house
2. E-mail: [finchtransit@toronto.ca](mailto:finchtransit@toronto.ca)
3. Phone: 416-392-6900
4. Fax: 416-338-0251
5. TTY: 416-397-0831
6. Mail: Etobicoke-Finch West LRT  
Transit City Department  
Toronto Transit Commission  
5160 Yonge Street, 13<sup>th</sup> Floor  
Toronto, ON  
M2N 6L9

**All comments are to be submitted by December 23, 2009**



# Transit City Etobicoke - Finch West LRT

## Frequently Asked Questions

**March 2010**





**Frequently Asked Questions  
Etobicoke-Finch West LRT  
December 9, 2009  
<http://www.toronto.ca/involved/>**

**General**

**Q1 )What is the purpose of the project?**

TTC and the City of Toronto want to identify the best way to provide high quality transit service across Finch Avenue West in a manner which:

1. is affordable
2. makes transit a much more attractive travel option relative to the private auto
3. supports the City's growth objectives of a better variety and density of transit-oriented developments

It is recommended that new, accessible, modern, electrically powered light rail vehicles be operated in dedicated transit lanes, in the centre of the street. Vehicular traffic crossing the transit lane would occur at signalized intersections only, to ensure fast and reliable service.

**Q2) What key benefits will this project bring to the City and local residents in particular? How does the project fulfill Official Plan objectives?**

The Etobicoke Finch West Light Rail Transit will significantly enhance transit service for the community. By separating transit from general traffic, this project can provide a fast, reliable (predictable) ride for customers. More people will find transit an attractive alternative to the private auto – so we are taking a major step towards 'Building a Transit City'. Toronto's Official Plan is premised on such an approach to making transit a more attractive travel option as the City grows.

This 17-kilometre long corridor would link Finch Station with northern Etobicoke. The light rail line would run west from Finch Station on the Yonge Subway along Finch Avenue. The line would end at Humber College. The light rail service would replace a busy existing bus route, and would provide fast and frequent east-west service through the northern part of North York and Etobicoke. In addition to Finch Station on the Yonge Subway, the line would connect with Finch West Station on the future Spadina Subway extension, and with the future Jane light rail corridor.

In the future, LRT service on Finch Avenue could be extended west to the Woodbine racetrack and Pearson Airport, and east to link with the Sheppard East LRT at Don Mills Station, to provide important regional connections.

**Q3) What is the projected annual ridership of the route?**

In 2021, it is expected that the Etobicoke-Finch West LRT will carry 25-million riders a year. Based on further, detailed forecasting (premised on development levels as far into the foreseeable future as possible – 2031) we can expect to be carrying between 2300 and 2800 people per hour in a single direction on the busiest point on the line.

**Technology**

**Q4) What is LRT?**

LRT technology is versatile and can be employed in different ways. However, most LRT systems have the following characteristics:

1. electrically powered rail vehicles with power supplied from overhead wires which allows them to operate on a city street or in a dedicated right-of-way. The vehicles can be operated individually, or combined into 'trains'. The reserved right-of-way can take many forms – from dedicated lanes in the middle of the street, underground tunnels, and abandoned railway corridors.
2. all-door loading (not just front doors)
3. automatic fare collection is characteristic of modern LRT lines in North America
4. stop spacing that is typically greater than on local bus/streetcar routes, but shorter than subway routes.

This flexibility makes LRT technology suitable for a wide range of passenger capacities and can be implemented at a much lower cost than subways.

**Q5) Why is LRT preferred over a subway extension?**

The design of a transit service is based on the number of people it is expected to carry per hour in a single direction at the 'peak point', the busiest spot on the line. City planning forecasts for the Finch West corridor into the foreseeable future show a peak point demand in the order of 2300 to 2800 people per hour. LRT technology can accommodate customer demand in a range of 2,000 to 8,000 riders per peak hour on a partially exclusive right-of-way in a cost effective and service efficient manner. Subway technology is not cost effective until demand reaches 10,000 riders per peak period hour. As a result, LRT is the technology that provides the best fit to meet current and anticipated demand for the next 20+ years.

**Q6) Why is LRT preferred over buses?**

LRT is more comfortable for riders, quieter, has no emissions on the street, and is far superior in carrying capacity in a constrained environment such as an arterial roadway. Buses in dedicated lanes, sometimes called BRT, or bus rapid transit, cannot easily accommodate the peak hour demand projected on Finch Avenue West unless the bus ROW includes by-pass lanes at intersections to allow some buses to operate "express" and pass "local buses" stopped to serve customers. To illustrate the problem, the forecasted demands would require as many as 37 buses per hour (one 18-metre long "articulated" bus about every 100 seconds). Even with dedicated lanes, buses operating this close together would very likely catch up to one another and 'bunching' would result if some of them don't operate express. Given that there are a variety of important objectives for Finch Avenue West – in addition to high quality transit – such as a comfortable walking environment, attractive streetscaping, bike lanes, etc., there is not sufficient width available to allow for the construction of a by-pass lane to be added to the transit right of way.



**LRT Service**

**Q7) What will be the service frequency of the Finch West LRT?**

The Finch West LRT is anticipated to provide service to provide service every 3 to 3 1/2 minutes during the peak period on weekdays and every 10 minutes throughout the remainder of weekdays and on weekends.

**Q8) Where will stops be provided?**

Stations and stops will be provided at the following locations:

Humber College	Highway 27	Westmore Dr.
Martin Grove Rd.	Albion Rd.	Silverstone Dr.
Kipling Ave.	Islington Ave.	Pearldale Ave / Ardwick Blvd W.
Duncanwoods Dr.	Rumike Rd	Weston Rd
Signet Dr./Arrow Rd.	Oakdale Rd/Norfinch Dr.	Jane St.
Driftwood Ave.	Tobermory Dr.	Sentinel Rd.
Keele St. (Finch West Station)	Alexdon Rd.	Chesswood Dr.
Alness St.	Dufferin St.	Wilmington Ave
Torresdale Ave/Virgilwood Dr.	Bathurst St.	Finchurst Dr.
Senlac Rd.	Talbot Rd.	Yonge St. (Finch Station)

**Q9) Why will the LRT run in the middle of the street?**

In order to provide fast and reliable service, the Transit City plan includes dedicated transit lanes. Any crossing of the lane by other traffic must have a traffic signal to ensure safety. The centre-street alignment is the best option for a dedicated right-of-way, because it protects the LRT operation, while providing equitable road space and access for other users of the road.

**Q10) What will be the service frequency of the Finch West LRT?**

The preferred orientation is to have far side stops where the LRT vehicle travels through the intersection to service a stop. This provides an efficient layout for the road space and, in conjunction with effective transit signal priority, permits efficient LRT operation. However, there are a number of factors that have been considered when deciding on the location of the platforms. They include: the availability of space for a platform; the need to have the platform located on a straight, level section of track; the anticipated walking and transfer patterns for the transit passengers; and the best location to provide faster transit service. As a result, the layout of platforms can vary from stop to stop.

**Important Connections**

**Q11) Where will the Finch West LRT connect to the larger transit network (Subway lines)?**

The LRT will have a connection to the Yonge Subway at Finch Station. It will also connect with the planned

Finch West Station on the future Spadina Subway extension, and with the future Jane light rail transit corridor.

**Q13) How far west on Finch Avenue will the LRT extend?**

The line would end at Humber College. In the long term, the Finch West West corridor could be extended farther west to the Woodbine racetrack or Pearson Airport areas to provide important regional connections.

**Q14) How will a connection be made to the Yonge Subway at Finch Station and the future Finch West Station on the Spadina Subway Extension?**

It is desirable that we have a convenient connection at both subway stations. Underground connections are being recommended at both subway stations to promote customer convenience as well as safe and efficient operation of the LRT vehicles through these busy intersections.

**Bike Lanes**

**Q15) Will there be bike lanes on any portion of the LRT line on Finch Avenue?**

Bike lanes will be provided along the entire route.

**Fare System**

**Q16) What fare collection system will be used?**

The fare system will be proof of payment (POP). Fare vending machines will be placed at all stops/stations and security staff will patrol the system checking at random that passengers riding the network have a valid fare.

**LRT and Weather**

**Q17) Will the tracks and stops be sheltered from rain and snow? How will the tracks and stops be maintained in winter?**

At surface stops, canopies will be installed to provide shelter from snow. Snow removal activities at stops and the tracks will be undertaken similar to the current winter maintenance activities performed on the existing streetcar lines.

In the underground sections, passengers will be sheltered from snow, as passengers will board and leave the LRT in covered stations.

**Traffic and Other**

**Q18) In order to ensure fast and reliable light rail transit service for the community, will any traffic lanes be affected on Finch Avenue West?**

Finch Avenue West currently has two through lanes of traffic in both directions for most of its length. The exception is between Jane Street and Weston Road where there are three through lanes in each direction. This capacity will generally be retained with the LRT. The standard Transit City street cross section proposes two traffic lanes in each direction plus the dedicated transit lanes. From Jane Street to the CP tracks east of Weston Road three lanes of traffic will be provided in each direction to handle traffic volumes to and from Highway 400.

**Q19) How will TTC ensure fast and reliable Light Rail Transit service for the community?**

Between signalized intersections, the LRT will travel in a transit right-of-way in the centre of the street separated from vehicular traffic to enhance LRT operating speed and reliability. For safety reasons, left turns across the transit right-of-way from unsignalized streets and driveways cannot be permitted. Motorists may instead turn right and then u-turn at the next signalized intersection. Left turns will be permitted at signalized intersections.

**Q20) Will traffic entering or exiting Highway 400 be affected in any way by the LRT / how will the LRT easily cross highway 400?**

The proposed design will be able to accommodate the dedicated LRT right-of-way and still preserve the existing three lanes in each direction from Jane Street to the CP tracks east of Weston Road. This is accomplished through modification of the highway ramps, local widening and other redesigns of the road alignment.

**Q21) Can emergency vehicles use the dedicated right of way for the LRT?**

TTC is consulting with Emergency Medical Services and Fire Services on how the LRT right-of-way can be designed to accommodate their vehicles.

**Q22) Will there be noise or vibration from the LRT?**

With current track design technology, there will be very little noise or vibration. In the past, the greatest problem with noise on light rail lines has been created at locations where the vehicle must operate through a loop to turn around. This creates ‘wheel squeal’. The new LRT vehicles are planned to be ‘double-ended’ – i.e. have an Operators’ cab at both ends so it can be operated in either direction. It will reverse direction at each end of the line, similar to the operation of a subway, and therefore will not need loops. TTC will design the trackbed to dampen vibration and ensure it is kept at an acceptable level.

**Consultation**

**Q23) What key decisions have been made? What decisions are open for comment? (What does TTC want feedback on? e.g. technology, route, centre right of way etc).**

Technically speaking, TTC and City staff make recommendations. Ultimately, City Council will make the ‘final decision’ on these matters. However, from a staff perspective, the rationale for recommending LRT service in the Finch West corridor is being presented as the best way of achieving the TTC and City objectives in this corridor.

A number of key recommendations were made in 2007. LRT technology was recommended for all of the lines in the Transit City plan as a result of a detailed review of the projected transit demands. Assessments of a wide range of ridership, development and socio-economic factors confirmed the economic viability of the Transit City lines and provided a ranking for implementation. Finally for the Finch West LRT, a feasibility study confirmed the routing and identified technical challenges.

All public comments will be considered and evaluated. However, if no compelling arguments against the recommendations are presented, the LRT design will proceed. We’ll be discussing those issues with the public to assist us in developing final recommendations. Public input and additional analysis following the last round of open houses has helped TTC improve stop locations and design.

**Funding and Timelines**

**Q24) When could construction start?**

Construction is expected to start in 2011.

**Q25) How will the project be funded?**

On April 1, 2009 the Province of Ontario announced \$1.2 billion funding for the Finch West LRT project.

**Businesses**

**Q26) How long will construction take?**

Estimating construction timelines for any single business or residence is difficult to forecast at this stage of the planning process as it is in direct correlation to the scope or amount of work being completed in close proximity to that home or business. The scope of work changes along the entire length of the corridor and is a function of utility relocation requirements, amount of streetscape improvements and roadway and sidewalk changes.

**Q27) What will be done to minimize disruption during construction?**

Experience on other large LRT and Subway projects in the City has suggested that the most prevalent



issues of disruption to business are; reduced access to the area, loss of parking, noise and vibration. The City / TTC are committed to accelerating construction as much as possible in an effort to minimize construction related impacts to residents and businesses.

Detailed condition surveys of buildings thought to be vulnerable to ground borne vibration will be monitored pre and post construction. Contract documents assign strict limits for construction related noise to daytime hours only. All construction related activities are subject to building code provisions including the applicable noise by-laws.

**Q28) How will City /TTC work with businesses on the project?**

Experience shows that the biggest concern for business during large construction projects is anticipating the impacts stemming from construction. The City / TTC are often told that having quick access to construction related information, specifically schedule and timing information is critical to reducing or minimizing impacts. For this reason the City / TTC will form during construction a “Construction Liaison Committee” (CLC).

The CLC is made up of City / TTC and Contractors staff who meet bi-weekly on site. Business owners and residents directly affected by the current / future construction activity are invited and encouraged to attend these meetings where the day to day issues affecting their home / business are discussed and resolved. Issues such as business deliveries, local parking, and garbage pick-up are often topics of concern. Further, construction schedules and activity timing is also a prime topic. Besides the CLC the City and TTC will undertake, prior to each phase of construction, a comprehensive public awareness campaign. Keeping the area up to date and well informed in advance of construction can dramatically reduce the inevitable disruption brought about by large construction projects.

**Construction**

**Q29) How will the LRT line be constructed?**

Traditionally, the first step during construction of the surface sections is the relocation of utilities. Next, construction of the LRT would occur on one side of Finch Avenue while the other side would remain open to traffic. Once construction has finished, the work would switch to the other side of the street, and traffic would flow on the reconstructed side. When both sides have been completed, finishes would be applied to the shelters on the platforms at the stops, and lighting would be installed.

The TTC is currently exploring alternate construction methodologies that may shorten the overall duration of construction and decrease the impacts on the surrounding neighbourhood.

**Next Steps**

**Q30) What are future plans for extending the LRT west to connect to Pearson International Airport or east to connect with the Sheppard East LRT?**

Timelines for future expansion have not yet been determined. A possible future extension west to Pearson Airport, or other locations, is the subject of a separate study currently underway. The Eglinton Crosstown

LRT is also being considered for service to the airport. Preliminary planning work for an eastern extension will commence in 2010.

**Q31) What happens after this round of Public Open Houses?**

The Finch West LRT is following Ontario Regulation 231/08, Transit Projects and Greater Toronto Transportation Authority Undertakings (2008). The environmental impact of this project has been assessed in accordance with the Transit Project Assessment Process.

Following the open houses and review of comments, there will be an opportunity to incorporate feedback. 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](#). A hard copy of the report will also be posted at specified locations in the Notice of Completion.

This is the final round of public consultations for the Transit Project Assessment. The study is scheduled for completion in early 2010.

# Transit City Etobicoke - Finch West LRT

## Email and Telephone Comments and Responses

**March 2010**



**Etobicoke-Finch West LRT Project**  
**Detailed Comments and Responses from January 1, 2008 – September 1, 2009**

The following table lists comments and / or questions received from members of the public in reference to the Etobicoke-Finch West LRT line, from the project’s inception (beginning January 1, 2008) and continuing through to September 1, 2009. These detailed comments were received through various outlets including telephone conversations and email correspondence. Once a comment or question was received, a response was generated by the appropriate project team member and sent out by either the Public Consultation Unit at the City of Toronto or the TTC (refer to “Response” column).

During the noted timeframe, a total of 125 comments were received and responded to. Each email or phone call was identified by an ID number, linking it to any attachments that might have accompanied the correspondence. In addition, each comment (email or phone call) had the potential to include numerous issues, concerns or questions. Please refer to the “Subject” Column for a summary of the more detailed communication listed in the “Comment / Question” column.

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
93	1-Jan-08	Phone	Question regarding <b>project status and scheduling</b> (commencement and completion date).	I live in Etobicoke. What is the status of the project and when will construction start and complete?	Response.	Complete.	Work is continuing on planning studies in preparation for a Transit Class Environmental Assessment (EA). We expect that the EA will be completed in 2009. Construction is expected to start in 2010.	Jan-12-09
94	12-Feb-08	Phone	Request for <b>project update</b> .	Call me with update on Etobicoke Finch LRT EA. Thanks.	Response.	Complete.	I contacted Mr. Ganish this morning. He had already obtained the information he was looking for. I left him my name and number and told him he could contact me directly if any further information was required.	Feb-17-09
1	15-Jul-08	Email	Request to be added to the project <b>mailing list</b> .	Please add me to each of your respective mailing lists:ppalmer@toronto.ca; malverntransit@toronto.ca; kingstonroadea@toronto.ca; donmillstransitea@toronto.ca; finchtransit@toronto.ca	Add to mailing list.	Complete.	N/A	N/A
2	17-Jul-08	Email	Request to be added to the project <b>mailing list</b> . Concern regarding <b>meeting locations</b> . <b>Route suggestions</b> .	I received your flyer entitled "Proposed Etobicoke-Finch West Light Rail Transit (LRT). I have a number of responses to it that I'd like to share with you. 1. Please place me on the project mailing list. 2. I know you are having three open house meetings far from where I live, and because of their distance I shall not be attending any of them. I would appreciate your having one closer to where I live, such as in the basement of the Centennial Centre Branch Public Library, or at the Herbert Carnegie Arena, both of which are walking distance from my home. 3. I would like to know why you are limiting the proposed LRT line to just west of Yonge Street. Why not make the line cross city wide, similar to how the Queen St. streetcar goes from the beaches area in the east to New Toronto and Mimico in the west? One of the things that bothers me most about going along Finch Avenue eastwards from where I live is the stopping at Finch Subway Stn., getting off, waiting for a number 39 bus to show up, getting on it, and waiting for it to go before I am able to continue along on my frequent trips to Woodside Square near McCowan Rd. and Finch. The transferring from one bus to another can slow down my trip by a quarter hour or more! I suggest that the Finch LRT should be able to take us all to the zoo!	Response.	Complete.	Thank you for the message and recommendations. 1. To confirm you have been placed on the study mailing/e-mail list for the Finch West LRT. 2. For future open houses we will endeavour to find a location between Yonge St. and Dufferin that would be easier for you to access. 3. The Transit City LRT Plan is a very ambitious program and the component lines were selected based on numerous factors including existing ridership, potential for future ridership growth, connections with the existing and planned transit network, and compatibility the City's Official Plan. - There are probably many other suitable corridors that are candidates for LRT service but ultimately budget and resource constraints require a prioritization of all candidates and a balancing of service throughout the city. - The north-eastern component line of the Transit City Plan is the Sheppard East LRT. - Please note that the Finch West LRT may be evaluated for extension to the east in the future. The ability to extend the line eastward will be one factor in	Jul-18-08

**Etobicoke-Finch West LRT Project**  
**Detailed Comments and Responses from January 1, 2008 – September 1, 2009**

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				cc. My representative Mike Feldman and his assistants, and all other councillors whose wards intersect with Finch Avenue.			the evaluation of Finch Station terminus options.	
13	18-Jul-08	Email	Question on <b>route alignment</b> .	Hi, Is it possible to get one Light Rail Transit (LRT) from Finch and Humber college to the Downsview station?	Response.	Complete.	<p>Please note that the Finch West LRT will serve Humber College North campus. The LRT line will provide a new high quality transit service along Finch Avenue from the Humber College North campus and Etobicoke Hospital to Finch Station on the Yonge Subway Line, and the planned Finch West Station on the planned extension of the University/Spadina Subway line.</p> <p>In the long term, the Etobicoke-Finch West corridor could be extended farther west to Mississauga, or southwest to the Woodbine racetrack or Pearson Airport areas to provide important regional connections.</p>	Jul-18-08
29	19-Jul-08	Email	<b>Support for the project.</b>	Dear Folks. Sounds like a good idea. Good luck with it.	Add to mailing list.	Complete.	Thank you for the message. To confirm, you have been added to the project e-mail list.	Jul-24-08
3	21-Jul-08	Phone	Suggestion for the <b>LRT route</b> to extend to Humber College.	Great idea this Finch West LRT though I would recommend it would come to Humber College	No response required.	N/A	N/A	N/A
18	21-Jul-08	Phone	Request to be added to the project <b>mailing list</b> .	I would like to review the proposal that would affect Finch before the scheduled meeting, please add me to the mailing list	Add to mailing list.	Complete.	N/A	N/A
19	21-Jul-08	Phone	<b>Support for the project.</b> Suggestion regarding <b>route alignment</b> and frequency of service.	Would like line to go Finch to Islington or occasionally to Kipling, as it currently lacks express transport that way and it gets very congested. There is not even an express bus along Finch. It is difficult to use subway.	No response required.	N/A	N/A	N/A
32	21-Jul-08	Email	Request a <b>copy of the report / updated project</b> documentation.	Please mail a copy of this report to me.	Response.	Complete.	<p>Thank you for expressing interest in the project. At this time the project is in its earliest stages and no report is available. Once the first round of open houses are complete, presentation materials will be posted to the project website:</p> <p><a href="http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm">http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm</a></p>	Jul-24-08



Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
33	21-Jul-08	Email	Request a <b>copy of the consultation</b> document	Would you please mail me the consultation document?	Response.	Complete.	Thank you for expressing interest in the project. At this time the project is in its earliest stages and no report is available. Once the first round of open houses are complete, presentation materials will be posted to the project website: <a href="http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm">http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm</a>	Jul-24-08
4	21-Jul-08	Email	Request to be added to the project <b>mailing list</b> . Concern regarding <b>negative impacts</b> on car movement (e.g. left turns, LRT ROW).	<p>Dedicated lanes on Finch avenue for your pet LRT project will necessarily require some form of blockage to prevent vehicular traffic across the tracks. This will hamper automobile mobility in the entire area; it will hamper emergency vehicle left turns and will cause significant gridlock and congestion for all traffic except your precious, infrequent trains. Crossing the tracks will require turning around and changing direction for all local traffic. This will in turn require all local traffic to remain in the gridlock for longer periods of time than would be necessary if the tracks could be crossed and the centre lane could remain available for turns.</p> <p>I oppose your ill founded plan obviously designed to make it inconvenient to drive in Toronto.</p> <p>I oppose the stupidity required to dedicate 2/3 of a roadway to infrequent train traffic.</p> <p>Find a way to make it possible to cross the LRT tracks at least at every existing intersection on Finch West and you will have our support.</p>	Response.	Complete.	Thank you for the two e-mails regarding the proposed LRT. To confirm you have been placed on the study mailing list and your messages have been documented for review by all project staff.	Jul-24-08
5	21-Jul-08	Email	Request to be added to the project <b>mailing list</b> . Provided <b>route alignment</b> suggestions.	<p>Further to my earlier note pertaining to the callously unimaginative folly in creating a light rail on dedicated lanes on Finch West</p> <p>We suggest you use the open area of the extensive Hydro Corridor directly north of Finch Avenue for the LRT . That will allow rapid transit to proceed without sacrifice to the existing arterial roadway. The first step in making it less desirable for private cars in a city is to make a viable alternative, not to crowd the streets with pretence of rapid transit.</p> <p>Finch avenue needs to be widened to increase its capacity for vehicular traffic, not narrowed to permit an occasional train to pass. Furthermore, if the trains are intended to replace the existing Finch west bus service, I suppose the plan will keep all the existing stops. If not, it won't be much of a replacement and if so it won't be fast</p>	Response.	Complete.	Thank you for the two e-mails regarding the proposed LRT. To confirm you have been placed on the study mailing list and your messages have been documented for review by all project staff.	

**Etobicoke-Finch West LRT Project**  
**Detailed Comments and Responses from January 1, 2008 – September 1, 2009**

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				enough to require dedicated lanes.  On behalf of the Finch Front Owners Association, I request that you place us on the mailing list for all updates on the study.				
15	21-Jul-08	Email	<b>Support for the project.</b> Questioned regarding <b>timing and scheduling</b> of the project (e.g. project commencement and completion). Requests to be <b>kept informed</b> about the project.	The Etobicoke-Finch West LRT in particular, is definitely forward thinking and planning at its best. Congratulations. Please let me know when this particular line is scheduled for commencement and completion? I would like to be kept informed on its progress / development as I am a concerned citizen and resident of Etobicoke.	Response.	Complete.	Thank you for the message. Please note that the most optimistic/aggressive schedule is to start construction in 2010 and finish in late 2013, commencing service in early 2014.  To confirm, you have been added to the project e-mail list to receive future updates on the project. We are currently assembling a series of frequently asked questions and answers which will be posted to the project website. The direct link is: <a href="http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm">http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm</a>	Jul-24-08
8	21-Jul-08	Email	<b>Support for the project.</b>	Thank-you.	No response required.	Complete.	Thank you for the message. To confirm, you have added to the project e-mail list.	N/A
6	21-Jul-08	Email	Request to be added to the project <b>mailing list</b> .	Would you kindly add my name to your mailing list concerning the above proposed transit system? Thanks	Add to mailing list.	Complete.	Thank you for the message. To confirm, you have been added to the project e-mail list.	N/A
7	21-Jul-08	Email	Suggestion regarding use of <b>alternative technology</b> (subway).	Please do not do this kind of transport. Much Better SUBWAY.	Add to mailing list.	Complete.	Thank you for the message. To confirm, you have been added to the project e-mail list.	N/A
9	21-Jul-08	Email	Request to be added to the project <b>mailing list</b> .	I would like to be placed on the email list for the Finch West Etobicoke LRT project.	Add to mailing list.	Complete.	Thank you for the message. To confirm, you have been added to the project e-mail list.	N/A
11	21-Jul-08	Email	Request to be added to the project <b>mailing list</b> .	Hi, Please place me on the Etobicoke–Finch West Light Rail Transit (LRT) project e-mailing list. Thank you.	Add to mailing list.	Complete.	Thank you for the message. To confirm, you have been added to the project e-mail list.	Jul-24-08
16	21-Jul-08	Email	Request to be added to the project <b>mailing list</b> .	Please place me on the mailing list for announcements and news regarding the Finch West Light Rail Transit Project.	Add to mailing list.	Complete.	Thank you for the message. To confirm, you have been added to the project e-mail list.	Jul-24-08



**Etobicoke-Finch West LRT Project**  
**Detailed Comments and Responses from January 1, 2008 – September 1, 2009**

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17	21-Jul-08	Email	Request to be added to the project <b>mailing list</b> . <b>Support for the project.</b>	I'd like to be added to the Finch LRT project mailing list. I think this project is a great idea and would like to know how it progresses	Add to mailing list.	Complete.	Thank you for the message. To confirm, you have been added to the project e-mail list.	N/A
30	21-Jul-08	Email	Request to be added to the project <b>mailing list</b> .	Please place me on you mailing list for LRT Finch Ave.	Add to mailing list.	Complete.	Thank you for the message. To confirm, you have been added to the project e-mail list.	Jul-24-08
31	21-Jul-08	Email	Request to be added to the project <b>mailing list</b> .	As both a resident of the Yonge & Finch area, and a retired 30 year TTC Service Planning employee, I am very interested in receiving additional information on the proposed Etobicoke-Finch West LRT. Please add me to the project mailing list.	Add to mailing list.	Complete.	Thank you for the message. To confirm, you have been added to the project e-mail list.	Jul-24-08
12	21-Jul-08	Email	Request a <b>copy of project documents</b> .	Please send me the documents relating to the proposed Finch West light rail transit line.	Response.	Complete.	Thank you for the message. To confirm, you have been added to the project e-mail list. In addition, the person was directed to the project website for access to project information and documentation.	Jul-24-08
14	21-Jul-08	Email	Concerns about project's <b>impact on traffic</b> . Suggestion regarding <b>alternative use of technology</b> (buses).	<p>LRT on Finch West 36 is a really bad idea... I live at Kipling &amp; Finch and travel to the 400 very often by car.</p> <p>Traffic is really heavy during rush hour and currently there is a lot of construction and traffic is even worse.</p> <p>The hybrid electric buses were a wonderful idea, they work great.</p> <p>Fixing the pavement at the bus stops with concrete was even a better idea... How many years have I seen the buses destroying the asphalt at the bus stops in the hot weather and I have been saying that they should use concrete like in the bus stations....Another brilliant modification.</p> <p>Putting trains along Finch is a bad idea. Downtown, the streetcars require a lot of maintenance and the construction really hampers traffic.</p> <p>Buses can easily be re-routed to avoid and broken down vehicles and minor construction spots, trains cannot use a bypass.</p> <p>I cannot make it to the meetings but can this be spoken during the meeting?</p> <p>I appreciate any help you can give me and I am worried about TTC making a really bad decision...</p>	Response.	Complete.	<p>Thank you for writing and expressing your concerns and alternate recommendation for buses. To confirm, your message has been documented and directed to all project staff.</p> <p>On behalf of the project team, please review the following explanation of why LRT is being proposed.</p> <p>TTC and the City of Toronto want to identify the best way to provide high quality transit service to link Finch Station (Yonge Subway) with northern Etobicoke in a manner which:</p> <p>i) is affordable  ii) makes transit a much more attractive travel option relative to the private auto  iii) supports the City’s growth objectives of a better variety and density of transit-oriented developments</p> <p>We are recommending new, modern, fully-accessible low floor, electrically powered light rail vehicles in dedicated lanes, with the only ‘interference’ from other traffic limited to crossings at intersections.</p> <p>Compared to buses, LRT is more comfortable for riders,</p>	Jul-24-08

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				Suggestion? Save some money and build the Sheppard line to Humber College.			quieter, has no emissions on the street, and is far superior in carrying capacity in a constrained environment such as an arterial roadway. Buses, even in dedicated lanes, sometimes called BRT, or bus rapid transit, cannot easily accommodate the peak hour demand projected on Finch Avenue West unless the bus ROW includes by-pass lanes at intersections to allow some buses to operate “express” and pass “local buses” stopped to serve customers. To illustrate the problem, it would require 40 articulated buses per hour to accommodate a peak hourly demand of approximately 3000 people. That is a bus every 1 ½ minutes. Even with dedicated lanes, buses operating this close together would catch up to one another and ‘bunching’ would result if some of them don’t operate express. Given that there are a variety of important objectives for Finch Avenue West - in addition to high quality transit - such as a comfortable walking environment, attractive streetscaping, bike lanes, etc., there is not sufficient width available to allow for the construction of a by-pass lane to be added to the transit right of way.	
20	21-Jul-08	Phone	<b>Support for the project.</b> Questions about the line (e.g. elevated / bridge).	Hello, I am for this line but I have a question. Will the line be elevated? Will there be a bridge driving by with quick trains?	Response.	Complete.	The premise of the Etobicoke-Finch West LRT line is that it is at grade – dedicated transit lines in the centre of Finch Avenue West. Grade separations (bridges or tunnels) will increase the cost of the line and have the potential to lengthen the schedule. However, grade separations may be considered at three areas: at the connections to Finch and Finch West subway stations where a tunnel connection potentially provides better passenger convenience in transferring to subways and buses; and in the area of Highway 400 where crossing the highway and maintaining traffic flow presents a technical challenge.	Jul-31-08
10	21-Jul-08	Email	<b>Support for the project.</b>	Re Etobicoke-Finch LRT: What a wonderful idea! Could you please start it up tomorrow?!!! We are retired senior citizens with limited income, living in the Finch-Kipling area. We are still able to drive but have been thinking about the future when we might not feel comfortable facing all the heavy traffic. Go Trains here are very limited and the nearest subway stations are so far that we might as well drive all the way, whatever our destination. Then we have to consider the price of gas plus pollution. If this LRT will be faster than a bus, then it	Response.	Complete.	To confirm, the LRT would be both faster and more reliable than the existing bus service because it would be separated from vehicular traffic in its own right-of-way - a raised curb.  Thank you for the message. Please advise if you would like to be placed on the project e-mail list.	Jul-23-08

**Etobicoke-Finch West LRT Project**  
**Detailed Comments and Responses from January 1, 2008 – September 1, 2009**

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				sounds like a good solution. Hurry!!!----- (Jul-23-08) Thank you for your reply. Don't put me on the list, as I will probably not be in need of a train by the time anything is done about it I'll have wings by then. :-)				
22	22-Jul-08	Phone	Question regarding public <b>meeting location</b> .	I would like to attend the meeting but was wondering if there was a building 1911 Finch av. at corner of Finch and James Street. I do not know if this is recorded but I would like to attend	Response.	Complete.	1911 Finch Avenue West is the address of Jane-Finch Mall	
37	22-Jul-08	Phone	Request to talk about the project.	Request for conversation about project.	Response.	Complete.	It was nice to speak with you today. With your experience living in the community for 28 years, I hope you will be able to help the project team identify key concerns early in the process. Please find attached a series of Frequently Asked Questions and Answers about the project. These are also posted on the project website. The direct link is: <a href="http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm">http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm</a>	Jul-24-08
21	22-Jul-08	Phone	Request to be added to the project <b>mailing list</b> .	Hello I would like to be added to the mailing list and be kept informed of what is going on with the project	Add to mailing list.	Complete.	N/A	N/A
34	22-Jul-08	Email	Request to be added to the project <b>mailing list</b> .	I would like to be added to this list. Thanks.	Add to mailing list.	Complete.	Thank you for the message. To confirm, you have been added to the project e-mail list.	Jul-24-08
23	23-Jul-08	Email	Requesting a <b>copy of public comments and responses</b> .	Councillor Hull advised that she will not be able to attend all the PIC's. She requested that a copy of the public comments and our responses be forwarded to her office. Please copy me. -----I don't think a weekly is necessary. The PIC's that she can't attend, we gather the comments and our response two weeks after the meeting	Response.	Complete.	LURA will be keeping a log of all comments that come in for the remaining transit city projects. Please contact him directly for updates on the Finch LRT comments.	Jul-23-08
35	23-Jul-08	Email	<b>Support for the project.</b> Suggestion regarding <b>other transit connections</b> (e.g. BRT and LRT).	That will be a great proposal to improve the transit service on Finch Avenue West. I take the Finch from Highway 27 to Signet (past Weston Rd) and I would take the LRT should it be opened. There is also a BRT (Bus Rapid Transit) from the West and I believe it would end in Renforth. Would it be better if there is a link of the 2 systems? People would not be driving their cars but take the public system w/c is our aim to reduce pollution and traffic.	Response.	Complete.	The busway referred to is a Mississauga Transit project. It will likely connect with the Eglinton LRT. The alignment of the Finch LRT is north of these lines and a connection is not currently within the scope of the project, however, it may be extended in future.	Before Jul-31-08



Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				Thank you.				
36	23-Jul-08	Email	Question regarding the <b>ROW and lane requirements.</b> Request for <b>technical infrastructure information.</b>	Hi Again. The problem is the dedicated lanes. There are places like Finch & Weston where the buildings just do not have enough setback to allow more lanes... I still think a new subway is the answer. Are there any other drawings or documentation for this proposal that I can see where you have addressed issues like Finch-Weston Rd.??? Send web links or by email is fine. I still am not clear on the technical aspect of the proposal of exactly what the LRT infrastructure includes, like a pair of new lanes on the outside, or a pair of lanes in the center of the road or building rail tracks over Finch or building rails on the ground? More information would be appreciated. I am really curious about how you will overcome obstacles like this in the project.	Response.	Complete.	<p>Travel demand projections for the Finch West corridor to the year 2031 forecast a peak load of 2,300 to 2,800 people per hour. This is well in excess of conventional bus carrying capacity, but well below subway capacity. LRT can comfortably meet this demand and provide capacity for growth at a fraction of the cost of subway.</p> <p>The dedicated transit lanes will be in the middle of the Finch Avenue road allowance with traffic lanes outside of the transit right-of-way. Generally two traffic lanes in each direction will be provided. The possible exception is in the area surrounding Highway 400, where detailed analysis will determine if more traffic capacity is required.</p> <p>The transit lanes can be accommodated within the existing road allowance along most of the route. The space for the transit lanes is obtained from existing continuous left turn lanes, boulevards, and road realignments. There may be some need for widening at major intersections and other LRT stop locations. In cases of extreme constraints, design alternatives and/or compromises will be considered.</p> <p>The project is in the conceptual design phase and we do not have any detailed design drawings yet. The materials that have been publicly displayed at the open houses are now posted on the project website. <a href="http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm">http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm</a></p> <p>Direct link to the materials: <a href="http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/pdf/2008-08-07_open_house.pdf">http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/pdf/2008-08-07_open_house.pdf</a></p>	Aug-6-08
38	24-Jul-08	Email	Request a <b>copy of the consultation documents.</b>	I would like to receive a copy of the Public Consultation on the Finch Transit project in preparation for the Public Information meeting that is coming up.	Response.	Complete.	Thank you for expressing interest in the project. At this time the project is in its earliest stages and no report is available. Once the first round of open houses are complete, presentation materials will be posted to the	Jul-25-08

**Etobicoke-Finch West LRT Project**  
**Detailed Comments and Responses from January 1, 2008 – September 1, 2009**

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
							<p>project website:  <a href="http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm">http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm</a></p> <p>Once any report(s) is/are completed, we will also post them online and can mail them to you.</p>	
25	24-Jul-08	Phone	Suggestion regarding <b>route alignment and terminus</b> .	I was looking at little map and cannot see if there is a station at Keele Street. I think it would be more logical as you can go directly to York University from Keele	Response.	Complete.	The Finch West LRT will connect with the Spadina Subway Extension at Keele Street (the future Finch West Station). York University will have a station on the Spadina Subway Extension, two stops north of Finch West Station.	31-Jul-08
24	24-Jul-08	Phone	Question regarding the LRT (what is it, similarities to streetcar / subway).	I live in the Finch and Young area. I want to learn more about this LRT. Is this a streetcar or subway facility?	Response.	Complete.	The LRT is a probably closer to streetcar technology but incorporates enhancements that will provide a faster, more efficient and reliable service than traditional streetcar routes. The vehicles will be similar to the replacement streetcars being procured for Toronto’s existing streetcar fleet, but will have doors on both sides and Operator cabs at both ends. This enables them to be set up for operation in the opposite direction when they reach the end of the line, similar to subway trains. The tracks for the LRT will be in the centre of the street, however, unlike streetcars, they will be protected from traffic and will be reserved for LRT vehicles, except at major intersections. Stop spacing will be wider than bus/streetcar stop spacing, but not as wide as subway stop spacing. This results in a travel speed that is faster than existing bus/streetcar services but not as fast as the subway.	31-Jul-08
26	25-Jul-08	Phone	Request to be added to the project <b>mailing list</b> . Request for information from <b>public meeting</b> .	I am not available for the open house meeting so could you Please add me to the mailing list and contact me for the result of the meeting and anything relevant to the proposal.	Add to mailing list.	Complete.	N/A	N/A
28	25-Jul-08	Phone	Questions regarding <b>cost of the project</b> and who will be responsible for paying.	Hello. I just received flyer. It sound good but number one...Who is going to pay besides the tax payers? I am one of the lucky ones who own my home here, I do not want to pay one dollar more in property taxes. Nobody subsidies car owners. Let the private sector put this system in and see how much they will charge for fare to pay for it. Thank you for listening to me and good luck. How would like to see publish how this will cost to build from start to finish	No response required. Please note the comments.	Complete.	N/A	N/A

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
39	25-Jul-08	Email	Request to be added to the project <b>mailing list</b> .	Please place us on the contact list for this project.	Add to mailing list.	Complete.	N/A	N/A
40	25-Jul-08	Email	Request to be added to the project <b>mailing list</b> .	Please add me to your mailing list regarding the project planning of this facility. Thank you.	Add to mailing list.	Complete.	N/A	N/A
27	25-Jul-08	Phone	Question regarding <b>parking</b> (Finch and Keele).	Will TTC build a parking lot at corner of Finch and Keele to facilitate people	Response.	Complete.	The Finch West LRT project does not include any commuter parking lots. However, a commuter parking is being built at the Finch West Station (Finch and Keele) as part of the Spadina Subway Extension project.	
41	29-Jul-08	Phone	Questions regarding location of next <b>public meeting</b> .	Hello. Could you please let me know if the meeting is in the North York library or in the City Hall?	Response.	Complete.	Advised on the address of the meeting and name of meeting room provided. She was also advised that it was an open house format	Jul-29-08
42	30-Jul-08	Email	Concern about the <b>lack of meeting notification</b> to the public.	<p>I attended the information meeting for the LRT plan on June 29, 2008 and was surprised that none of the owners of properties fronting on Finch Avenue West between Bathurst and Yonge knew about the open house. I personally advised one of my neighbours and he attended. Nobody else did. Is it possible that the notification of the information session was deliberately not sent to Finch Front owners because the proposal, if not amended, will devastate their property and that the expected opposition is being somehow circumvented by local councillor John Filion or his staff? (he has a record of holding public meetings involving the Central Finch Plan and barring Finch Frontage owners by Police so I am not surprised)</p> <p>I think it is only fair and proper to properly advise the owners of these properties most affected by the LRT plan by direct mail to the address customarily used by the city to deliver property tax bills.</p> <p>May we have your assurance that this will be done in time for finch fronting owners to voice their concerns?----- --</p> <p>Thank you for your thoughtful response. I am pleased that the local councillor is not directly involved in excluding our members. Our association is in the process of formulating some mitigating options to alleviate some of the most serious concerns affecting our</p>	Response.	Complete.	<p>Thank you for attending the open house and raising your concerns with project staff.</p> <p>Please note that over 70 000 notices advertising the open houses were delivered by Canada Post to all properties on --and in the vicinity-- of Finch Avenue over the entire length of the study area. In addition, ads were placed in the North York Mirror and the Etobicoke Guardian on July 18th and July 25th.</p> <p>As notices were paid for to be delivered to all properties on Finch and in the vicinity of the study area, we cannot speak to why some of your neighbours were unaware of the Open Houses. There was certainly no attempt to exclude any segment of the population in the study corridor. Even if they missed the first meeting they have two more opportunities to see the material being presented - August 6 at Jane/Finch Mall and August 7 at Elmbank Community Centre.</p> <p>If there are specific addresses provided to us, we can add these to our project mailing list to receive future notices "directly". The mail drop of over 70 000 will also be continued when the next round of open houses are planned.</p> <p>Please note that the project team is still in the early phases of planning and design. They will not know the nature and extent of property impacts until the design</p>	Jul-30-08



Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				area. I expect we will be able to provide you with some feedback later today.			progresses. Every reasonable effort will be made to minimize and mitigate any property impacts. Once the nature and extent of any property impacts are known, the affected owners will be contacted directly. Please note that Councillor Filion's office is not involved in the organizing of the public open houses or the distribution of information for the Finch West LRT project. These activities are undertaken by City of Toronto and TTC project staff.	
43	30-Jul-08	Email	Request for meeting with TTC to <b>discuss alternative suggestions.</b>	<p>On behalf of the Finch Front Owners Association (being the owners of property located in the affected area on Finch Avenue West between Bathurst Street and Yonge Street) I wish to advise that I have attended your information session on July 29, 2008 and at first glance, most of it seems like an excellent beginning to the process of improving the transportation for this City. That said I wish to suggest an important modification to the plan as it applies to the area between Bathurst and Yonge that the Finch Front Owners Association is concerned with.</p> <p>Nowhere else on the planned route is the access to individual homes affected more severely than the area between Bathurst Street and Bayview Avenue. As you know, this area has numerous small lots, mostly residential properties and small business. Access to and from these properties, after the raised tracks are in place, will be very problematic for most of us, legal U-turns in some places notwithstanding. For example, all the property west of the planned Finchurst Avenue stop on the south side will no longer be able to receive automotive access from the east. I doubt that it will be possible to reasonably execute U-turns at Bathurst Street. The consequence is that these properties can be accessed from the east only by travelling a full stop west of Bathurst to u-turn back. (My own home is in this area, 3rd house west of Finchurst.) The other eastbound alternatives require left turn exit from Finch before the destination and following neighbourhood streets until Muirkirk or Bathurst Street to turn back. Deliveries and emergency services may become lost in this manner. This is probably sufficient to warrant OMB intervention.</p> <p>Other problems arise where neighbourhood streets enter Finch West in the subject area east of Bathurst at places not fortunate enough to include a stop. Anyone using these streets will have significant consequences to their mobility. As an example I suggest</p>	Response.	Complete.	The specified maximum slope for the LRT vehicles being procured for the Transit City program is 5%. At present the maximum gradient on Finch Avenue West is 5.5% and that occurs between Islington Avenue and Kipling Avenue. The difference is not excessive. It may result in some elevation difference between the tracks and the adjacent road but not to the extent of an elevated structure.	

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				<p>you consider Glenborough Park Cres. Since this is a crescent completely between planned stops. All traffic to it will need to u turn once for every round trip or ensure an approach always to the east and an exit always to the west.</p> <p>There are many more problems created by the raised platform. We can suggest numerous compromise solutions to address most of them but we need to know whether the planners will seriously consider, or be authorized to implement logical solutions by the politicians directing this proposal. Provided that the planning process is still open to reasonable compromise, I ask that we meet in the very near future (a senior planner authorized to implement changes and me) with the purpose to identify and discuss the viability of numerous acceptable alternatives to this otherwise disastrous proposal as it affects the subject area.</p> <p>To avail you with some preliminary possibilities, I give you the following as an early list of alternatives. Each has variable degrees of merit but we won't know the impact of any on the overall plan without collaborative discussion. Please set up a meeting soon.</p> <p>Short list:</p> <p>1. Turn the track north at the hydro right of way west of Bathurst and east again on the larger hydro corridor to finish up at Yonge. This completely solves our problem but may hamper east of Bathurst residents now using Finch Transit. This could be solved by a short loop bus Bathurst to Yonge on existing stops. At present the Bathurst to Yonge stops are rarely stops by full TTC buses anyway. This one could use some discussion. (cheapest plan)</p> <p>2. Bury the line further west at Bathurst or at Branson Hospital to eliminate the close stops problem at Branson or follow the 1989 TTC proposal to loop the subway from Yonge To Dufferin and start the LRT west from Dufferin. (Best long term plan)</p> <p>3. Bring the tracks to the level of road between Bathurst and Yonge so traffic can share the roadway in this stretch. Widen Finch to the edges of the right of way and add 1 traffic lane each way to accommodate the expanding need for this route (easiest )</p>				

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				<p>4.) Move the LRT line to Steeles Avenue and obtain financial contribution from Vaughan and probably greater federal and provincial support as well while eliminating the problems of the intersection of Hwy 400 at Finch.</p> <p>5.) Subway the entire distance and increase the effectiveness of the surface road by the elimination of buses now slowing the road..(we all know this is expensive)</p> <p>6) Follow the Hydro corridor from Yonge Street much farther west and leave the road alone. (probably cheaper than #1)</p> <p>We are certain to come up with many more solutions which may well arise as the impact on each property is more fully understood. In the interim, I respectfully ask that we arrange a working meeting where we can get some assurances that the plan for the Bathurst to Yonge area will not be implemented to comply with any outstanding vexatious motives of the local Councillor.</p> <p>I look forward to your invitation to discuss these matters as soon as practicable. Please let me know when a responsible, authorized person involved in implementing alternatives will be available to proceed with the planning for the concerns raised.</p> <p>On behalf of the Finch Front Owners Association, I thank you for the sincerity your responses delivered to my earlier e-mails. On your next reply I would appreciate a contact name for the person(s) with whom I am corresponding and with whom I may solve our concerns.</p> <p>Finch Front Owners Association</p> <p>ps: Could you please e-mail me a copy of the plan as it now stands so it may be examined by our members in detail? If it is not available in PDF I can drive over to 5100 Yonge Street on short notice and pick up a copy if you can have one ready for us.</p>				
44	31-Jul-08	Email	<b>Feedback / comments</b> regarding open house. Suggestion regarding <b>track / route alignment</b> and frequency of service.	<p>Re: open house July/08</p> <p>The visual presentations were good. I tried to find copies on your website so that I could analyze them and provide constructive criticism instead of relying on my foggy memory.</p>	Response.	Complete.	The specified maximum slope for the LRT vehicles being procured for the Transit City program is 5%. At present the maximum gradient on Finch Avenue West is 5.5% and that occurs between Islington Avenue and Kipling Avenue. The difference is not excessive. It may	Aug-1-08



Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				<p>I either could not understand or find a display which shows how passengers will access the LRT without hindering vehicle traffic. I received reasonable and logical explanations of why my idea namely an aerial cable gondola is not practical. I also learned that an LRT can recover energy from braking and descending a hill. Will steep grades be overcome by elevating portions of the track? I suggest that the tracks be interconnected so that an Express LRT could go directly between major stations e.g. Yonge to Jane. This system could also be used to provide alternative or emergency service should one track be inoperable.</p> <p>Alderman Giambroni is quite informative. Unfortunately I don't have the ability to politely cut-off individuals who completely monopolize him.</p> <p>I hope you are able to again sign an assured price contract for fuel and that you are not lynched when the public has to pay for the increase.</p> <p>My I also suggest that: on some bus routes reduce service from 4 times an hour to 3. Some people may argue that they will be delayed by 10 minutes but others will save 10 minutes.</p> <p>Yours truly</p>			<p>result in some elevation difference between the tracks and the adjacent road but not to the extent of an elevated structure.</p> <p>All stops on the LRT will be at signalized intersections. Passengers will cross from the sidewalks to the LRT platforms, or vice versa, via the crosswalks.</p>	
48	1-Aug-08	Email	Follow up to <b>previous emails.</b>	<p>Thank you. I am pleased to wait until Mr. Holli is ready. I was concerned that my letter was lost in the rush. I realize that my concerns give rise to some complex solutions that will require some thought, but I trust that good planning and logical compromise can circumvent most disasters.</p>	No response required.	N/A	N/A	N/A
51	2-Aug-08	Email	<b>Support for the Plan.</b> Concerns regarding the LRT <b>ROW interfering with bike routes.</b>	<p>Hi TTC. I am glad to see the plan includes bike lanes on Finch W. I am concerned the new right of way might interfere with existing popular North -South bike routes. In particular the Senlac-Grantbrook route. The intersections do not quite line up but are close together. Only Senlac has traffic lights. I think northbound cyclists will be fine but I fear southbound cyclists will be blocked by the right of way and will ride on the sidewalk or wrong way in the bike lane. I think some kind of design trick will be required here and in some other locations I am less familiar with.</p> <p>Thanks</p>	Response.	Complete.	Thank you for the message. All project staff have been notified of your concerns. Please note that the Senlac-Grantbrook though fare will be maintained.	Aug-6-08
50	2-Aug-08	Email	Concern regarding <b>stop locations and spacing.</b> Suggestion regarding <b>station entrance and connection to other transit lines.</b>	<p>Comments on LRT Plan: The distance between LRT stops are too far. For example, the distance from Yonge to Edithvale is 1 km. A person has to walk 500 m extra to the stop. If he lives half way between Finch &amp; Steeles, say at Drewry &amp; Hilda, then he has to walk 1.5 kms to Edithvale stop. That is about 20 minutes. When you go to work, 20</p>	Response.	Complete.	Thank you for your comments. The placement and spacing of stops is one of things that we are looking for input from the public during the current round of public consultation. The number and placement of stops is a trade-off between passenger convenience and travel speed, and is also constrained by the geometry of the	Aug-6-08

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				minutes is quite long time. West of Dufferin the distance between some stops is much farther. A person could have to walk a half hour to get to the LRT stop. Worse is for the seniors, they walk slower and need longer time. They may be unable to visit friends by LRT. The city can consider combine LRT with a few off peak hour buses on weekdays and/or weekends. Regarding the entrance at Yonge & Finch, LRT going to the subway location is the best, as the majority people go to downtown, For those who have to change buses, they can walk a little, and of course the distance should be as short as possible.			road and side streets.  A direct connection to the Finch Station is one of the options being considered. This would probably provide the highest level of passenger transfer convenience, but would also significantly increase the cost of the project. Note that if an underground connection to Finch Station is decided upon, there probably cannot be any stops east of Edithvale due to the required length of the tunnel and ramp.	
49	2-Aug-08	Email	Request to find better <b>route alignment</b> options for the project. Suggestion regarding use of <b>alternative technology</b> (subway).	In regards of the horrific program so called FINCH LRT(light rail transit), don't you people have any better ideas to come with that this crazy project. Leave Finch Ave. the way it is, we do not want another St.Clair, or Spadina Ave. in this part of the City, when are you guys going to stop whit this nonsense ideas. There are other better options, open up your eyes , see the hydro corridors that go throughout the city, or why not build a subway line. Use our tax payer money wisely. I definitely oppose to. Very upset,	Response.	Complete.	Thank you for your comments. City Planning projections of the growth of population and employment along the Finch West corridor indicate the need to provide a higher order transit system to serve future demands. The demand projections justify an LRT or BRT (bus rapid transit) system, but fall well short of subway capacity. LRT can be built at about 20% to 25% of the cost of subway. As there are other corridors where projected growth similarly justifies higher order transit systems, the City is trying to get the best return on investment by matching the demands to the suitable technology.  The Hydro corridor has been considered for the routing of the transit line but is not the favoured alignment due to several considerations: <ul style="list-style-type: none"><li>- it is at least 250 metres removed from the transit demand points on Finch Avenue;</li><li>- past experience in dealing with Hydro One Networks (York University busway) indicates that they are not overly receptive to accommodating other uses on their right-of-way. Where they do permit use, the cost of the land is charged at full industrial rates;</li><li>- Crossing the G. Ross Lord reservoir would require a very expensive bridge structure;</li><li>- there are difficulties in satisfying the constraints of providing adequate clearance from the hydro towers and shielding the transit line from electromagnetic interference.</li></ul>	Aug-12-08

**Etobicoke-Finch West LRT Project**  
**Detailed Comments and Responses from January 1, 2008 – September 1, 2009**

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
53	4-Aug-08	Email	Request to be added to the project <b>mailing list</b> .	Hello,  Please place me on the Etobicoke- Finch West LRT Project mailing list. If you wish, you may email me or mail any pertinent info to the following residential address:	Add to mailing list.	Complete.	N/A	N/A
52	4-Aug-08	Email	Question regarding <b>lanes on Finch Ave</b> dedicated to vehicle traffic and reducing the number of allowable <b>left hand turns</b> .	I would like to know if there will still be four lanes of vehicle traffic on Finch Ave west (two in either direction) and if the LRT will be elevated so left hand turns along this route will be limited to certain streets, not all as permitted right now. Thank you	Response.	Complete.	Two lanes of traffic will be maintained in each direction.  The LRT will be on dedicated right-of-way. Through traffic, left turns, and U-turns will only be permitted to cross the right-of-way at signalized intersections. Between signalized intersections, the LRT tracks will be protected from adjacent traffic by curbs.	Aug-6-08
46	5-Aug-08	Phone	Request to be added to the project <b>mailing list</b> .	I would like to be added to this mailing list. Please call me if you need further information	Add to mailing list.	Complete.	Complete via email see #ID 53	
47	5-Aug-08	Phone	Question regarding <b>public meeting</b> format and location.	I would like to attend the meeting this Wednesday but would like to know if this is an open house or a booth somewhere in the mall where people drop-in. Please let me know the exact location in the mall	Response.	Complete.	Resident was advised that it was an open house format and the meeting is at the entrance #2 , the closest entrance to the Finch and Jane intersection	Aug-6-08
54	6-Aug-08	Phone	<b>Support for the project</b> , particularly with connection to the airport.	I think that the best idea is to start a new line from the airport to the City. All airports around the world have these kinds of LRT system connecting them to the city cores.	No response required.	N/A	N/A	N/A
57	6-Aug-08	Email	Questions regarding project <b>schedule and timing</b> (e.g. commencement, completion). Questions regarding <b>construction impacts</b> and <b>route alignment</b> .	Open Window Bakery is located at 1125 Finch Avenue West, at Chesswood, between Keele and Dufferin. We received notification of the public meetings on the proposed LRT, however, I don't think anyone is able to get to the sites. I would like to receive future notices on this project at my email,  The main questions we have at this time are timing and construction. When is this plan scheduled to commence? What are the construction issues on Finch? Will the rail go down the centre of Finch, closing traffic lanes and constricting our deliveries and customer traffic? Or are you using the hydro lands to the north?	Response.	Complete.	Thank you for the message. On behalf of the project team please review the following response to your message from August 6th.  The current project schedule forecasts completing planning and regulatory process approvals by the end of 2008. Design would be conducted through 2009 and construction would commence in 2010. We anticipate that the Finch West LRT would be in service by early 2014.  The concept for the project is dedicated LRT lanes in the centre of Finch Avenue with two lanes of motor vehicle traffic in each direction outside of the transit lanes. The LRT tracks would be protected from motor traffic by curbs on either side of the tracks. This means	Aug-7-08



Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
							that other traffic (except for emergency vehicles) will not be allowed to travel on the tracks or cross them between signalized intersections.  The Open Window Bakery is located on the southwest corner of Finch and Chesswood. This intersection is currently signalized and current plans are to maintain the signalization and place an LRT stop at the intersection. Access via the entrance at the west end of the lot would be restricted to right turns in and right turns out, but full access via Chesswood will be preserved.	
58	7-Aug-08	Email	Question regarding overall <b>cost of the project.</b>	<p>Dear Councillor Hall and Finch Transit:</p> <p>I am sorry that I cannot come to the meeting today. How expansive will it cost please? City of Toronto has budget shortage. Unless the Federal Government wanted to support the project, it will be a burden to the Property Tax payers, even though it will not be as expansive as the subway for tunnelling underground, but the rail and the train cost certain money too. I tried to apply to DELCAN they did not even want to consider my application for Junior civil engineer.</p> <p>Thank you. -----Sent: Saturday, August 09, 2008 4:17 PM</p> <p>It should be able to ask Federal Government to support the project, since the Government can give billions of dollars to Afghanistan and Africa for food which are actually not the responsibility of Canada to give that amount.</p>	Response.	Complete.	<p>A preliminary estimate of the cost of the Etobicoke-Finch West LRT is \$790 million which includes the LRT vehicles for the line and an apportioned share of the maintenance and storage facilities for all Transit City projects.</p> <p>The source of funding would be the City of Toronto and the Province through the MoveOntario 2020 fund.</p>	Aug-8-08
55	7-Aug-08	Email	Expression of <b>interest</b> in the project. Question regarding the <b>creation of local employment</b> (e.g. youth) through this project. Suggestions regarding <b>design / details of stops.</b>	<p>Unfortunately I will not be able to attend your meeting but as chair of the Black Creek Community Capacity Economic working group I am extremely interested in this project.</p> <p>Two specific things I would like to raise. How do we create local employment in the actual building of the subway. Can we strongly encourage the trades to hire youth from the community as apprentices and ensure that there are proper supports in place for pre-apprentice programs (life skills). In Vancouver there is a wonderful program called the "Blade Runners" which provides support to engage First Nations youth in the trades. Kemi Jacobs with Toronto Community Housing is aware of the program as well as Geraldine Babcock with the city.</p>	Response.	Complete.	<p>Thank you for the message regarding the Finch West LRT. Councillor Peruzza's office has directed the message to staff working on the project for response. Please find below response on behalf of Mr. Rick Holli, project manager for the Finch West LRT.</p> <p>a) Please note that the TTC does not directly employ the workers involved in major construction projects. TTC contracts are tendered and the contractor with the successful bid is responsible for supplying all trades and services necessary for performing the work. In hiring trades the contractor is governed by union agreements. The TTC does, however, have an outreach program for direct-hire employees. You may wish to contact John</p>	Aug-8-08

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				<p>The second item is how do we ensure that the actual design of the subway stop here as well as a kiosks in the subway reflect the diversity of the community, i.e. a place to buy roti, samosas, patties. jerk chicken, etc.</p> <p>The focus of the black creek West project is to build on the assets of the community. The cultural diversity and large youth population is assets that we need to bring to the table on this project.</p> <p>The next economic working grp meeting is on Oct.1st at 3:00 at JVS in the Jane and Finch mall.</p>			<p>Iorio, Co-ordinator - Employment Services for the details of the program. Mr. Iorio can be reached at 416-393-4185.</p> <p>b) The on-street platforms will not have vendor's kiosks. There simply is not room. The Finch West LRT will connect with two subway stations (Finch and Finch West) but, other than the connection details, the LRT project team will not have much influence on the design of either one. Finch Station is an existing facility and Finch West Station will be designed and constructed as part of Spadina Subway Extension. However, the Finch West LRT project will have a public art component which will provide the opportunity to capture neighbourhood and community identities. The details of the program will be developed during the design phase.</p>	
56	7-Aug-08	Email	Suggestions regarding LRT <b>route alignment</b> . Suggestion regarding <b>connection to other transit lines</b> (e.g. Yonge Subway Line)	<p>I have been to the Etobicoke*Finch West LRT Open House held at the Jane-Finch Mall on Wednesday, August 6, 2008.</p> <p>In the west end, the terminal seems to be beside Highway 27. That location would be too far from Humber College, and the traffic at the Highway 27-Humber College Blvd. intersection will be problematic for elderly or patients going to and from the William Osler Heath Centre (aka Etobicoke General).</p> <p>It is my recommendation that the westbound Finch LRT turn down along a short stretch of the hydro right-of-way that is parallel to Highway 27, between Finch Avenue West and Humber College Blvd.. Then it should go on the south side of Humber College Blvd. through the parking lots of the hospital and college to a terminal closer to Humber College. The LRT could then bridge over Highway 27 (the highway is in a depression in the hill) so as to not be interfered with the traffic of the intersection.</p> <p>An additional stop on the east side of Highway 27 could then provide better service to the hospital, as well. I would also recommend that at Keele and Finch, that a center platform transfer be utilized. It would be similar to the Bloor streetcar transfer on the original Yonge Subway, but using a center platform with one set of steps, escalators, and elevator for an underground connection to the station mezzanine.</p>	No response required.	Complete.	<p>Thank you for the message.</p> <p>With regard to the western terminal, the open house presentation showed the LRT going as far as Hwy 27 and Humber College Blvd. with an indication that a suitable terminal location is to be determined. We are in discussions with Humber College, however, the College is in the early stages of their own long term development plan, and are not able to identify the entry point or possible terminal locations at this time.</p> <p>The potential routing through the north-south hydro corridor to Humber College has been has been recognized and will be considered, however it poses technical challenges.</p>	

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				At the Finch Station terminal at Yonge, option 4, with a tunnel terminal at the Finch Station is preferred. Second choice is option 1, using a centre platform with an underground connection.				
59	8-Aug-08	Email	Suggestions regarding LRT <b>stop spacing</b> .	<p>Hi,</p> <p>I believe that the stop spacing on this route is very good! Although, I think you should try to achieve 700m stop spacing. This will allow for good acceleration for these large vehicles and a faster overall trip. I also think that transit signal priority is a must for these light rail lines.</p> <p>I suggest removing or combining these stops: Duncanwoods (remove) Alexdon (remove) Finch Hurst/Edithvale (combine)</p> <p>Thank you, -----(Sent Aug-12-08)Thank you for this! I'm glad you responded to my email personally.</p> <p>I personally would like to see a fast moving route in the suburbs, as I believe a lot of suburbanites would, but I understand that you consider a wide variety of criteria, and make the best judgment as a result.</p>	Response.	Complete.	<p>Thank you for your comments. We are still reviewing the number and location of stops along the line. Transit signal priority is proposed for the route.</p> <p>The issue of stop spacing becomes one of trade-off between passenger convenience and travel speed. The Transit City LRT lines have settled on a guideline of 400 to 500 metres between stops. This spacing is between that of bus/streetcar route (typically 200-250 metres) and subway (800-1,000 metres) and reflects the positioning of LRT technology between the other two modes.</p> <p>A guideline of 700 metres between stops, as suggested, would decrease the travel time along the route but would increase the average time and distance for passengers to walk to/from their stop. It might even require that the TTC run a parallel bus route on local stop spacing.</p>	Aug-12-08
66	8-Aug-08	Email	Comments and concerns regarding <b>construction method and cost of project</b> .	<p>I must have been at the wrong place. There was no one at the southeast corner of Jane &amp; Finch from 6:30 until I left at 6:45.</p> <p>Regardless, you have my comments on the project and can add them to those received from people at the meeting. I do not understand the comment in your e-mail, 'the project is not for streetcars'. Perhaps you meant to say 'the project is not just for streetcars'.</p> <p>-----</p> <p>Please ensure that Anthony sees these comments.</p> <p>Sorry I missed the meeting on Wednesday (6th). Actually, I was there at 6:30 but left at 6:45 when no one else had arrived. Perhaps I was in the wrong location.</p> <p>I won't bother getting into the specifics of the line. Let's assume that appropriate short turns have been identified, property for car houses will be acquired in areas that will minimize the time and cost</p>	Response.	Complete.	<p>You must have missed it because I was there for 3 hours and there were over 100 people there. Sorry about that. I'm forwarding your email to staff for a response. To be fair though, the project is not for streetcars and it's not just semantics. Some of the issues you are raising are already deal with.</p> <p>Please call me if you have any further questions, Cheers, -----</p> <p>Thank you for your comments forwarded to us. We're sorry to have missed you at the Open House recently held at the Jane Finch Mall.</p> <p>The dedicated right-of-way for the Finch West LRT will be protected from adjacent traffic by a raised track bed with a proposed elevation difference of 200 mm. This is approximately twice the height of the original elevated track bed on Spadina Avenue. It is true that the early</p>	Aug-13-08

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				<p>of deadheading cars into and out of service, track will be laid to connect the new lines with the existing streetcar service and the Hillcrest repair facility, etc.</p> <p>That leaves us with the construction methods. I would have liked to think that the Spadina streetcar experience would have taught that while streetcars running on their own right-of-way can provide faster and more reliable service than streetcars running in mixed traffic, the only way to provide a truly rapid transit service is to give the streetcars their own dedicated right-of-way. Otherwise, streetcars are still controlled to some degree by the traffic signals and the rest of the traffic. In the case of Spadina, and ultimately St. Clair, two-phase traffic signals are required for vehicular left turns, since these turns are made from the right of the streetcar right-of way. This, coupled with vehicles crossing the right-of-way at specified intersections, and some vehicle drivers not being familiar with the vehicular/streetcar signals and prohibited left turns means that streetcar operators have to be extremely vigilant even though on their own right-of-way and this slows down the streetcars. During the first few months of Spadina operation, there was almost an accident a day between streetcars and other vehicles. I am not aware of the accident statistics today since I retired from the TTC's Marketing Department in 1998.</p> <p>Given the fact that streetcars on this type of right-of-way are still slowed down by left turning vehicles and vehicles making illegal turns, etc., I find it hard to justify the cost of a raised right-of-way. This has to be one of the major costs of the project and the construction seems to go on forever as shown by the existing St. Clair project, disrupting traffic and businesses. On the Queensway, streetcars have been providing rapid service from west of Roncesvalles to the Humber for over fifty years, although they too are slowed by the same type of left turn signals. I do not see why on Finch and the other proposed streetcar lines open streetcar tracks cannot be laid at the same level as the road, with high concrete curbing separating the tracks from the roadway. If there is some kind of aesthetic concern, colourful ballast or interlocking tiles could be used. And if the overhead spans are placed on the outside of the right-of-way, emergency vehicles will be able to use the right-of-way, if required, when responding to a fire, police emergency, TTC overhead repairs, etc. If there is a major concern with unauthorized vehicles using the right-of-way, spike belts could</p>			<p>operation of the Spadina streetcar was plagued by a high accident rate, which led to greater protection measures for the right-of-way. However, this experience has not been repeated on the St. Clair right-of-way, indicating greater success of the higher curb height and perhaps some adaptation by motorists.</p> <p>We are not proposing an LRT right-of-way that is level with the road, but protected by high vertical curbs because it is intended to be crossed and/or used by emergency vehicles. Centre poles do not preclude this use.</p> <p>The Transit City lines will have transit priority signalling. We recognize the limitations of the system in place on Spadina and St. Clair and hope to implement improvements on the transit City routes.</p> <p>We also expect that U-turns will be permitted at almost every signalized intersection. Every intersection that is currently signalized will remain so after the implementation of the project.</p> <p>Lastly, you make reference to a six-billion dollar cost. Please note that this is the cost for all seven Transit City lines, comprising over 100 km of routes.</p>	



Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				<p>be installed at both sides of 'open' intersections. These belts would have to be installed so that emergency vehicles could lower them electrically from their vehicles. I would assume that a technology similar to Necessity Action streetcar track switches or Bus only traffic signals could be developed.</p> <p>Businesses and other establishments along the line have legitimate concerns about vehicular access to their properties. A reasonable number of signalized intermediate intersections should cross the streetcar tracks to minimize this inconvenience, and to closely maintain the existing distance between transit stops. Also, the possibility of providing U-turn lanes where required, similar to the one on Keele Street south of Steeles, should be investigated.</p> <p>The practicality of laying the streetcar tracks at the curb should also be investigated. This would remove the two-phase left turn conflict (although adding a one-phase conflict with right turning vehicles) and would allow customers to access the streetcars at the curb rather than having to walk into the middle of the road. On the other hand, access to businesses could be adversely affected and it would be extremely difficult to widen the road, if desired, at a later date.</p> <p>Six billion dollars for this streetcar network is an exorbitant amount of money given that streetcars will still be held up to some degree by vehicular traffic. I would suggest that all options be thoroughly examined to ensure that we are not going financially overboard in developing these streetcar rights-of-way.</p>				
63	9-Aug-08	Email	Concern regarding LRT <b>stop spacing and impact on traffic</b> . Suggestion to consider <b>alternative transit</b> (e.g. subway).	<p>Hi,</p> <p>According to what I read, your plan for the LRT is supposed to "make transit a more attractive option for travel". How having the stops farther apart than the existing ones is supposed to achieve that is beyond me. How does that help mothers with young children, seniors, and people with disabilities?</p> <p>Then of course there's the traffic. Is only allowing drivers to turn at certain intersections supposed to help with the flow of traffic? Of course they can turn every now &amp; again at certain spots. How is that efficient when they just have to turn around &amp; sit in traffic to get back to the intersection where they wanted to turn in the first place? Is that supposed to decrease pollution in some way? That's</p>	Response.	Complete.	<p>Thank you for your email concerning the proposed Etobicoke-Finch West LRT. The Mayor appreciates the time you have taken to express your concerns. There is detailed information available on the project website: <a href="http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/pdf/2008-08-07_open_house.pdf">http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/pdf/2008-08-07_open_house.pdf</a></p> <p>The new transit service will include completely low floor vehicles that allow level boarding from platforms. This will allow people with wheelchairs and strollers to freely use every part of the Transit City Light Rail system. Stops will be, on average, 400-500 metres apart which means the walk along Finch will never be more than half</p>	Aug-13-08

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				<p>not to mention this idea of having drivers make U turns at the intersections. Do you really think that would be in the interest of safety?</p> <p>So..... I think we all know what will happen. Drivers will get fed up with the situation &amp; just start to use the side streets. What an idea!!!!!! As a homeowner in the area I just can't wait; or can I?</p> <p>It's totally beyond me why so many European countries as well as England are able to have such a terrific system of subways &amp; we, after all these years, seem to be totally unable to even begin to try to achieve anything even remotely as useful &amp; user-friendly. Why can't all this money that you want to spend on this LRT be put towards extending the subway. I realize that you wouldn't be able to put in subways to cover as large an area if you were to do that but at least it would be a start. Perhaps you should take a trip to London or Paris &amp; check out their systems. Try getting around their cities using their public transit &amp; then come back to Toronto &amp; try using our system for a whole day.</p> <p>I urge you to give some thought to the people of Toronto, both the transit riders &amp; the drivers, before you make a final decision on this plan.</p> <p>I also think it would be a good idea to meet with the officials of the TTC &amp; see what they honestly think about your plans.</p> <p>My final &amp; last suggestion would be to find out if they are using your proposed system of transit anywhere else in the world. If so, why not ask them how it's working; if not, perhaps it would be a good idea to ask yourself why.</p>			<p>that distance. Also, this average is affected by longer spacing where the line crosses the highway, railways and ravines so stops in residential areas will be even closer together.</p> <p>Congestion is an increasing problem in Toronto, especially in the lower density suburban areas. The city simply cannot afford to continue growing in a manner that is primarily dependent on cars. In low-density, car-oriented neighbourhoods people take more, longer car trips that can cause severe congestion. This is best addressed by providing fast, reliable and accessible public transit because it can move far more people in far less space. The Yonge Subway, for examples, carries as many people as 27 lanes of highway. The Finch West LRT is expected to carry nearly 3000 people per hour per direction. If the passengers drove, that would add roughly 2500 cars in one direction in one hour, causing far more problems for traffic than the turn restrictions being proposed.</p> <p>The Transit City Light Rail Plan was written by the TTC in response to the Mayor's mandate to extend higher order rapid transit across the city, and specifically to connect northern Scarborough and Etobicoke with the downtown. Light rail is enjoying a renaissance around the world. New lines are being built all over Europe, Asia and the United States. London and Paris are currently building light rail lines similar to Toronto's. They are not only superior to subways in costs but also in versatility. Instead of requiring continuous grade separation they can run along city streets or in tunnels where necessary. The Eglinton Transit City line, for example, will be tunnelled through the middle of the city but run in a street level right-of-way through Scarborough and Etobicoke where more land is available. Light rail infrastructure also costs one-third to one-fifth the cost of subways, can support closer stop spacing, offers similar speed and reliability and carries up to 15,000 people per hour per direction.</p> <p>Subways are only cost effective when they serve high-</p>	

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
							<p>density neighbourhoods. The subway extension to Vaughan, for example, is intended to support a high density city centre. Toronto has historically had success using subway stations to create high density hubs such as on Yonge at St. Clair and Eglinton. However, most of the city is far less dense and light rail is far more effective at protecting stable neighbourhoods by supporting the creation of continuous medium density development on the Avenues as identified in Toronto's Official Plan. Furthermore, the enormous cost of building and operating tunnels and underground station structures make less money available to expand the rapid transit network and for offer high-quality, frequent local service.</p> <p>By way of this email I have taken the liberty of forwarding your concerns to the Finch LRT project team, for information and consideration. Thank you for writing and sharing your concerns. Should you require further assistance, please do not hesitate to contact this office again.</p> <p>Yours truly, Brendan Agnew-Iler Policy Advisor Office of Mayor David Miller Toronto City Hall 100 Queen Street West, 2nd Floor Toronto ON M5H 2N2 -----</p> <p>Thank you very much for your comments. We appreciate your concerns, and they have been forwarded to the project team for their consideration. Sincerely,</p>	
62	9-Aug-08	Email	Concern regarding LRT <b>impact on traffic</b> along Finch.	I am wondering how this LRT is not going to cause traffic problems along Finch West?	Response.	Complete.	<p>Thank you for your e-mail. In designing the LRT line on Finch Avenue West, the aim is to maintain 2 traffic lanes in each direction, in addition to the dedicated transit lanes. Most of Finch Avenue West currently has 2 traffic lanes in each direction, and therefore generally there will be no impact on traffic travelling along Finch Avenue West.</p>	Aug-18-08

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
							<p>There are 2 possible exceptions to the above general assessment.</p> <p>Firstly, Finch Avenue West between Jane Street and Weston Road (Highway 400 area) currently has 3 lanes in each direction. Currently we are conducting a detailed traffic analysis for this section of Finch Avenue West to determine the implications of reducing this section from 3 lanes to 2 lanes in each direction. If the analysis shows a significant increase in delay to traffic as a result of the lane reduction, then the design team will develop alternative solutions for consideration to mitigate any impact from LRT operation.</p> <p>Secondly, because for safety reasons, left-turns across the LRT tracks will only be permitted at traffic signals, traffic wishing to turn left from a non-signalized side street or private driveway will need to firstly turn right and then make a U-turn at the next signalized intersection. Similarly, traffic wishing to turn left into a non-signalized side street or private driveway will need to travel slightly beyond their destination, make a U-turn at the next signalized intersection and drive back to make a right turn into their destination. The number of vehicles who will be making this type of manoeuvre is relatively small on any section of roadway compared to the general traffic flow, and will not impede the through traffic flow in any significant manner, if at all. In addition the resulting increase in travel distance is relatively minor compared to the overall trip distance of most drivers.</p>	
64	10-Aug-08	Email	Suggestion to consider <b>alternative form of transit</b> (e.g. subway).	<p>It has just come to my attention, while reading the local Mirror that the City is seriously proposing a surface running LRT along Finch Street West starting from Yonge Street in order to encourage the public to transfer from vehicles to Public Transit.</p> <p>I feel that this is a very poor concept, with more negatives than positives and should not be implemented. You will find that the instead of improving circulation on the road, you will worsen it, by dedicating the central portion of the road to the train(s), the platforms, curbs and the like, plus crossing traffic will also be</p>	Response.	Complete.	<p>Thank you for your comments.</p> <p>Analysis of transit technologies has identified LRT as the appropriate match for the future transit demands on Finch Avenue West. The projected peak demand of 2,300 to 2,800 people per hour is well in excess of the capacity of the existing bus route, but still well below the economic threshold for subway technology (10,000 people per hour).</p> <p>In designing the LRT line on Finch Avenue West, the</p>	Aug-18-08



Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				<p>adversely affected. Furthermore, the visual appearance of the above impediments and overhead power feeds will make the street appear as if the 1950's came back. Look at the mess, inconvenience and disappointments created along St. Clair.</p> <p>If you do want an improved public transit, bury the thing and call it a subway, or better yet get some original thinkers to apply their minds to it. Alternatively, why not consider a line along Sheppard West instead of Finch West, you already have a subway line between Don Mills and Yonge Street complete with a tail-end track running further west to Welbek, which is half-way to Bathurst and if extended can connect with the existing Spadina line that now terminates at Sheppard West near Allen Road.</p> <p>In summary, please tank this current proposal of yours. There are other alternatives that ought to be considered as well, such as cable car or above ground monorail systems that could prove beneficial. I am semi-retired now and could be of some help to you, if you wish.</p>			<p>aim is to maintain 2 traffic lanes in each direction, in addition to the dedicated transit lanes. Most of Finch Avenue West currently has 2 traffic lanes in each direction, so capacity will be similar.</p> <p>Detailed analysis is being conducted on the Jane to Weston stretch that currently has three traffic lanes in each direction. Alternate design solution may be required in this area.</p> <p>It is true that left turns across the LRT tracks will only be permitted at traffic signals. Traffic wishing to turn left from a non-signalized side street or private driveway will need to firstly turn right and then make a U-turn at the next signalized intersection.</p>	
60	11-Aug-08	Phone	Question regarding <b>project scheduling</b> (commencement and completion date).	I'd like to know when the LRT will be started and finished. Please give me a call	Response.	Complete.	Left message: The most optimistic projection would see construction begin at some point in 2010 with the LRT operating in 2014 or 2015. As the study progresses more reliable schedules will be confirmed.	11-Sep-09
65	11-Aug-08	Email	<b>Support for the project.</b> Concerns regarding LRT <b>stop spacing.</b>	<p>This LRT is a brilliant and good proposed project for the residents of Etobicoke</p> <p>My concerns are-</p> <p>1.For Seniors who travel by the TTC, the distance between the proposed LRT stops maybe are too far apart, and this may lead to some health problem, like falls causing fractures, when trying to get to the LRT stops or returning home</p> <p>2.For many Handicap individuals who uses the TTC, the distance between the LRT stops may be challenging to many, because the distance will be further away from home to reach their transport</p> <p>3.The security for women who uses the TTC to travel at nights will be seriously affected. They will lose the privilege of getting off the bus at their individual stops. This is a safety issue</p> <p>4.For many individuals who depend on the TTC for shopping, this privilege will be greatly compromise, because they will not be able</p>	Response.	Complete.	<p>Thank you for your comments.</p> <p>It is true that we are proposing a wider stop spacing on the LRT lines than presently exists on the bus routes they will be replacing. This is consistent with stop/station philosophy implemented on higher order transit systems in general. There is a trade-off between the travel speed and passenger convenience.</p> <p>Stop spacing on bus routes is typically 200-300 metres. Stop spacing on subway routes is typically 850-1,000 metres. For the Transit City LRT lines we are using a basic guideline of 400-500 metres.</p> <p>The number and location of stops on the Finch West LRT is still under review. Based on input from the public and further analysis of transit demands we expect to add several stops to the list of proposed stops shown at the first round of public meetings.</p>	Aug-13-08

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				<p>to walk with their groceries, from the long distance between the LRT and their homes</p> <p>5.The regular TTC bus stops enhances our travels, because they are used as shelters from down pour of rain and heavy snow storms, these shelters will be gone, as the distance between stops will be increased.</p> <p>When I consider my above concerns, my recommendation to the Public Consultation Unit is, for them to kindly consider leaving some kind of TTC bus service on this route, to accommodate the less fortunate in our society, and so prevent some undue hardships</p> <p>Thanks</p>				
67	11-Aug-08	Email	<b>Support for the project.</b> Concerns about project <b>accessibility and safety.</b>	<p>Public Consultation Unit City of Toronto From Margaret Lindsey a resident of Etobicoke</p> <p>This LRT is a brilliant and good proposed project for the residents of Etobicoke</p> <p>My concerns are-</p> <p>1.For Seniors who travel by the TTC, the distance between the proposed LRT stops maybe are too far apart, and this may lead to some health problem, like falls causing fractures, when trying to get to the LRT stops or returning home</p> <p>2.For many Handicap individuals who uses the TTC, the distance between the LRT stops may be challenging to many, because the distance will be further away from home to reach their transport</p> <p>3.The security for women who uses the TTC to travel at nights will be seriously affected. They will lose the privilege of getting off the bus at their individual stops. This is a safety issue</p> <p>4.For many individuals who depend on the TTC for shopping, this privilege will be greatly compromise, because they will not be able to walk with their groceries, from the long distance between the LRT and their homes</p> <p>5.The regular TTC bus stops enhances our travels, because they are used as shelters from down pour of rain and heavy snow storms, these shelters will be gone, as the distance between stops will be</p>	Response.	Complete.	<p>Thank you for your comments.</p> <p>It is true that we are proposing a wider stop spacing on the LRT lines than presently exists on the bus routes they will be replacing. This is consistent with stop/station philosophy implemented on higher order transit systems in general. There is a trade-off between the travel speed and passenger convenience.</p> <p>Stop spacing on bus routes is typically 200-300 metres. Stop spacing on subway routes is typically 850-1,000 metres. For the Transit City LRT lines we are using a basic guideline of 400-500 metres.</p> <p>The number and location of stops on the Finch West LRT is still under review. Based on input from the public and further analysis of transit demands we expect to add several stops to the list of proposed stops shown at the first round of public meetings.</p>	

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				increased.  When I consider my above concerns, my recommendation to the Public Consultation Unit is, for them to kindly consider leaving some kind of TTC bus service on this route, to accommodate the less fortunate in our society, and so prevent some undue hardships  Thanks				
61	12-Aug-08	Phone	Request to be added to the project <b>mailing list</b> . Request for <b>information</b> on the project.	I live in Etobicoke and wish to be placed on the mailing list. If you wish to call me. Please send me information on this LRT at the provided address	Add to mailing list.	Complete.	N/A	N/A
71	13-Aug-08	Email	Concern regarding LRT <b>platform design, associated U-turns and rerouted left hand turns, loss of green space due to road widening and stop spacing.</b>	This proposal is ridiculous in the light of the present financial problems in our city. I believe the projected ridership is not realist as there does not appear to be much land for development along this corridor. Platforms in the middle of the street will present a danger to patrons moving to and from the sidewalks. Cars making "U" turns at intersections are an accident waiting to happen. The removal of the boulevards and trees will decrease the amount of green in the city and increase pollution. Has anyone considered the impact of snow removal in the winter? The lack of parking at the west end of this route will not entice people from Malton and Brampton to drive to the line and park their cars. My wife and I and many of our neighbours are physically challenged and even though it would mean a walk of only ten to fifteen minutes to a stop it means using this service would not be possible if we could not drive and park conveniently.	Response.	Complete.	Thank you very much for your comments. We hope that this response covers the issues raised in your e-mail. The cost of the Transit City program will be shared by the City of Toronto and the Province's MoveOntario 2020 fund. It's difficult to comment on the City's or Province's financial capabilities or priorities other than to say that investment in transit is needed to keep pace with growing demands.  Ridership projections for the Finch West LRT are from City of Toronto Planning Department, which uses a sophisticated model to estimate future population and employment growth in the corridor. Although there may not appear to be much additional land available for development, the City's Official Plan anticipates considerable densification that will contribute to transit demand.  All stops will be located at signalized intersections. Access to the platforms will be via crosswalks. U-turns at signalized intersections will be used to facilitate access across the transit right-of-way, but will probably only be permitted during dedicated traffic signal phases.  It is true that boulevard space will be used to widen the road to make room for the LRT tracks. The replacement of the existing buses on the Finch West route with electric powered LRT vehicles is a positive environmental movement and the project will strive for "greening"	Aug-15-08

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
							<p>initiatives through streetscaping.</p> <p>Streetcars and LRT vehicles in regular operation do not generally require snow removal from the tracks. However, in the event of extreme snowfalls, the TTC has experience with other dedicated right-of-ways and the capability to clear snow from tracks when it is required. Removal of snow on the roadway will be handled as it is on other streets.</p> <p>No commuter parking facilities are presently planned as part of the Finch West LRT project. However the LRT vehicles and all stops will be fully accessible.</p>	
68	14-Aug-08	Phone	Request to be added to the project <b>mailing list</b> .	Yes I want to placed on the mailing list for further information	Add to mailing list.	Complete.	Called back to get mailing address	
69	14-Aug-08	Phone	Request directions to the closest <b>public meeting</b> .	Yes I would like to know the Whereabouts of 340 Chaplin? I'm at centennial Park area, which one the closest to me to be attending. Please return my call. I live at Eglinton and Renforth area, and request directions to the closest meeting of Thursday, Monday and Wednesday.	Add to mailing list.	Complete.	Called back to give him directions and get his mailing address	Aug-14-08
72	14-Aug-08	Email	Request to be added to the project <b>mailing list</b> .	<p>I would like to have my name added to the mailing list for this Transit City Project.</p> <p>Thank you for your cooperation.</p>	Add to mailing list.	Complete.	Thank you for your e-mail. We will add you to our mailing list.	Aug-18-08
70	15-Aug-08	Phone	Request to be added to the project <b>mailing list</b> .	Please add me to the list	Add to mailing list.	Complete.	<p>Thank you for your recent voice message. We have added you to our mailing list.</p> <p>Thank you,</p>	Aug-15-08
73	16-Aug-08	Email	Request to be added to the project <b>mailing list</b> .	Can you please add our residence in the mailing list for the proposed Etobicoke-Finch West Light Rail Transit?	Add to mailing list.	Complete.	Thank you for your e-mail. We would be happy to add you to the mailing list.	Aug-18-08
74	17-Aug-08	Email	Suggestion regarding use of <b>alternative technology</b> (subway).	<p>The LRT is the poor man's subway. Why not save our money and expand the subway, say the Sheppard line to Scarborough town centre, for example. It is true the subway is more expensive to built but if we had an exciting project I am sure the federal and provincial would chip in. It is also key to increase ridership.</p> <p>The subways make more sense in big cities. All big cities in the</p>	Response.	Complete.	<p>Thank you for your comments.</p> <p>Analysis of transit technologies has identified LRT as the appropriate match for the future transit demands on Finch Avenue West. The projected peak demand of 2,300 to 2,800 people per hour is well in</p>	Sep-05-08



Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				<p>world in developed countries have subways and expand them. Think about the advantage:</p> <p>1) Because it is underground it does not affect and is not affected by traffic etc. 2) Because of 1, it is usually more reliable and faster to get you where you go. 3) IN Canada with our unpredictable weather the subway keeps the equipment from rusting and gets you where you want even in bad weather (No need to shut down the city...increase productivity) It makes more sense. 4) The subway tunnels and tracts etc will last hundreds of years. (Think London, Paris) 5) To expand the subway will make travelling easier (what a bother to transfer from the subway to a different surface line, especially for elderly etc and the time lost in waiting rather than just continue on the same line or transfer to another subway line.) 5) It is a win/win solution even for the city because it will generate lots of new taxes through increase building permits, taxes etc. A LRT will fail to do that.</p> <p>At the beginning many criticized the shepherd subway...short and going nowhere. Yet look how popular it is already and all the new developments it brought in to the city both on Yonge and Sheppard even though it is a very short line. Let's learn from Montreal, a smaller less prosperous city than us, that has really developed well its subway and help move its people around. If we want to add another million to Toronto, the solution it to put more tracks undergrounds rather than jam up the traffic even more above ground. Please do not compromise. Give us a good expanded subway. If you have an exciting plan, the money will come especially at election time!</p> <p>No need to reinvent the wheels. In a large city like Toronto, a subway is the way to go. LRT is OK for low density suburbs or going to the airport, not within the 416 area.</p>			<p>excess of the capacity of the existing bus route, but still well below the economic threshold for subway technology (10,000 people per hour).</p>	
75	18-Aug-08	Email	<b>Support for the project.</b>	<p>Although I was unable to attend the scheduled open houses to voice my comments, I wish to express my approval and enthusiasm for the subject project. This is sure to alleviate the traffic congestion generated by the many buses on this route and will expedite the commute of transit passengers on this line. Please feel free to contact me in the future regarding this particular project,</p>	Add to mailing list.	Complete.	<p>Thank you for your e-mail and your comments. We will add you to our mailing list, in order to let you know of future open houses for this project.</p>	

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				should further public input be required.				
77	18-Aug-08	Email	Request to be added to the project <b>mailing list</b> . Request <b>information</b> / <b>status of project</b> .	Add to mailing list and status of project.	See ID #79	Complete.	<p>The following message is provided by the TTC project managers overseeing both the Jane LRT and Etobicoke-Finch West LRT projects.</p> <p>Please note that many of the details you have asked about are not immediately available, but will emerge as planning and preliminary design progresses.</p> <p>Nevertheless, TTC has certainly taken note of your concerns.</p> <p>1. The Finch West LRT and the Jane LRT will connect at the intersection of Jane and Finch. The details of the passenger connection are yet to be determined but the aim will be to facilitate passenger flow to th+J78e street and between the two lines.</p> <p>The Finch LRT is expected to start construction in 2010 and be in service in 2014. The Jane LRT is expected to commence construction in 2013 and be in service in 2017.</p> <p>Although detailed construction schedules have not yet been developed, the intersection will not be disrupted over the entire span of construction for the two lines. Every effort will be made to minimize inconvenience to residents, motorists and pedestrians. Construction of any segment of either line will not last more than one construction season.</p> <p>A design feature of the LRT is that vehicular traffic will only be permitted to cross the tracks at signalized intersections. The impact on the mall entrances is that mid-block entrances/exits would be restricted to right turns in and out. For safety reasons, pedestrians would similarly be encouraged to cross only at signalized intersections.</p> <p>We do not anticipate significant impacts on parking or the site configuration of the mall. There may be a need</p>	Aug-18-08

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
							<p>to widen the road at signalized intersections to accommodate the passenger platforms and left turn lanes but the additional property requirements are typically minor.</p> <p>Similarly, we do not anticipate significant impacts on sightlines for the mall. The tracks will be open, separated from the adjacent traffic lanes by a curb. The overhead traction power wires will be supported by poles in the centre of the tracks.</p> <p>The Finch West has a planned stop at Driftwood Avenue and the Jane LRT has a planned stop at Yewtree Blvd. As a result both of these intersections will be signalized and left turn lanes will be provided.</p> <p>Traffic analysis will be conducted during the initial planning and design stages. The length of left turn lanes and the phasing of traffic signals will be designed to suit the anticipated conditions.</p> <p>2. An underground connection between the Finch LRT and Jane LRT is one possible option that may be considered. Evaluation of all options will be based on numerous criteria including the volumes of passengers, impacts on traffic and pedestrian flows, cost, impact on schedule, etc.</p> <p>However, a basic premise of the Transit City LRT lines is to keep them on the surface unless there is strong justification for grade separation.</p> <p>As stated above, all left turns across the transit right-of-way will be at signalized intersections.</p> <p>3. The TTC Construction Department is not able to offer any input on this issue (pt 3 below) other than to say that higher order transit systems usually result in increased property values and development potential along the corridor.</p>	

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
76	19-Aug-08	Phone	<b>Support for the project.</b>	Hello. I was not able to attend meeting on August 6 but I am in favour as it will lift traffic off Finch and Steeles Avenue. I like the idea and it will make a big difference. It will be more efficient and people will be happy.	No response required.	Complete.		
79	20-Aug-08	Email	Suggestion to provide space to <b>park cars</b> prior near LRT stops along Finch.	I recommend finding space along Finch where people can park their car for free and get onto the LRT car. This is the best way to get people out of their cars and to use the LRT.	Response.	Complete.	At present there are no provisions for commuter parking as part of the scope of the Finch West LRT. However, a commuter parking lot is proposed for the Finch West Station of the Spadina Subway Extension. The Finch West LRT will connect with the future Finch West Station.	Sep-5-08
78	20-Aug-08	Email	Comments and suggestions regarding LRT <b>route alignment</b> . Concern regarding <b>stop spacing</b> . Concern regarding LRT <b>ROW</b> .	<p>The Edithvale-Yonge Community Association (EYCA) represents approximately 750 households, providing a collective voice on issues concerning our neighbourhood and our City. EYCA is bounded by Finch Avenue West, Horsham Avenue, Senlac Avenue and the westerly limits of the City Centre boundary near Yonge Street. EYCA was very engaged in the development of Toronto's New Official Plan (OP), including retention of the Central Finch Area Secondary Plan. Members of the EYCA also attended the July 29, 2008 Open House on the Proposed Etobicoke - Finch West LRT. We are pleased to provide the following comments.</p> <p>We support development of more rapid transit in Toronto, to provide greater access to public transit for more Torontonians and to reduce the number of cars on the road. Transit systems and associated development must be consistent with the OP. The Proposed Finch West LRT would require an OPA in order to allow the LRT to run on Finch Avenue rather than on the hydro corridor as shown on OP Map 4. This should be explicitly stated on all future public notices.</p> <p>The Proposed Finch West LRT will bring in many more riders and increase demand on the Yonge subway line. Currently, the Yonge subway heading south at Finch station is already standing room only at rush hour. We understand that some technical improvements are envisioned to increase capacity of the Yonge subway line. However, we would like to see specific ridership projections and upgraded subway capacity figures, with credible assurances as to the timing of the improvements. We understand that such information is not yet publicly available. This is disconcerting, as this is a most critical aspect of the whole project: an overcrowded subway line will deter people from using both the LRT and the subway, will drive up automobile usage, and will</p>	Add to mailing list.	Complete.	Thank you for your e-mail. We will pass your comments to the project team for their consideration. We will also add you and the EYCA members listed below to our mailing list.	Aug-20-08



Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				<p>disadvantage residents living near Yonge Street who presently use the subway. The technical improvements report should be completed and made publicly available prior to any final decision being made on the LRT. The planned operational date for the new LRT is 2014-15. As the Yonge line has already been at capacity for some time, we encourage you to seek ways of accelerating improvements to the Yonge line now.</p> <p>The Proposed Finch West LRT will need to pass through a deep valley between Bathurst and Dufferin streets. We would like to know exactly how the maximum grade will be managed in this steep hill section, in all types of weather, before any final decision is made.</p> <p>More transit stops are needed. We are concerned that there are only two LRT stops proposed between Bathurst at Yonge, at Finchurst and Edithvale. Two additional stops should be provided, one between Finchurst and Edithvale (at Grantbrook) and the other between Edithvale and Yonge (at Talbot). If people are required to walk long distances, particularly in inclement weather, they won't use public transit.</p> <p>The Study Objectives also mention that adjacent properties will be respected. With that in mind, we would like to know the proposed locations of the LRT power substations between Yonge and Bathurst.</p> <p>We are pleased that the proposed LRT cars will carry bicycles but are concerned about the lack of a uniform right-of-way width suitable for the LRT. If the Proposed Finch West LRT is to be located on Finch Avenue rather than on the hydro corridor, we understand there are several stretches of the existing right-of-way that does not meet the 36 foot width entailed. Representatives at the Open House advised that bicycle lanes may disappear in these sections. This is not acceptable any more than having car lanes or sidewalks disappear in sections would be acceptable. Cyclists need reliable access to safe and continuous bike lanes. Like rapid transit, these reduce reliance on automobiles.</p> <p>As stated in the Proposed Finch West LRT Study Objectives, "supporting more attractive walking and cycling environments is a part of good urban design".</p>				

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				<p>Much more clarity is needed on how this will be delivered. The LRT plan and all maps must be comprehensive, showing pedestrian and cycling, as well automobile and public transit routes. All routes should be shown clearly with their relationships to Finch, other nearby streets and the hydro corridor. The LRT presentation boards state that the "City of Toronto's Bike Plan is a 10 year strategy". We would like to see details that will accomplish this. As well, the locations, number and rental cost, if any, of the inside storage for bicycles at the Yonge/Finch intersection should be shown on the more comprehensive maps. These improvements are needed to further support the shift away from automobile use.</p> <p>We support Option 1 for the Finch/Yonge LRT terminus design, preferably with direct underground pedestrian access from the platform to the subway mezzanine. Convenient transfers between the LRT and the Yonge subway line are absolutely crucial. Also, direct access to the subway mezzanine should be added from the sidewalks at the southwest and southeast corners of the Yonge/Finch intersection. This would significantly reduce wait times for cars turning, and for public transit users and pedestrians going into the subway. Option 1 is economical, relatively efficient and will improve pedestrian animation of the street.</p> <p>We do not support Options 2, 3, or 4 for the Finch/Yonge terminus. Option 2 appears needlessly complicated and expensive, and would unnecessarily delay passenger disembarkation, result in undesirable wheel squeal while negotiating the corner, and further encumber the already-congested intersection. Option 3 would further exacerbate the disadvantages of Option 2, although transfer to the subway and buses would at least be facilitated. Option 4 would be needlessly expensive and require an open cut in the centre of Finch Ave from east of Talbot to west of Beecroft, thus further isolating neighbourhoods on either side of the street.</p> <p>Please ensure that notice of all future steps in the public process is provided to the following EYCA members:</p> <p>Thank you. Cc: Councillor John Filion</p>				

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
118	August 20, 2008	Email	Request to be added to the project <b>mailing list</b> .	See ID #78	Add to mailing list.	Complete.	N/A	
119	20-Aug-08	Email	Request to be added to the project <b>mailing list</b> .	See ID #78	Add to mailing list.	Complete.	N/A	
120	20-Aug-08	Email	Request to be added to the project <b>mailing list</b> .	See ID #78	Add to mailing list.	Complete.	N/A	
121	20-Aug-08	Email	Request to be added to the project <b>mailing list</b> .	See ID #78	Add to mailing list.	Complete.	N/A	
122	20-Aug-08	Email	Request to be added to the project <b>mailing list</b> .	See ID #78	Add to mailing list.	Complete.	N/A	
123	20-Aug-08	Email	Request to be added to the project <b>mailing list</b> .	See ID #78	Add to mailing list.	Complete.	N/A	
124	20-Aug-08	Email	Request to be added to the project <b>mailing list</b> .	See ID #78	Add to mailing list.	Complete.	N/A	
125	20-Aug-08	Email	Request to be added to the project <b>mailing list</b> .	See ID #78	Add to mailing list.	Complete.	N/A	
82	21-Aug-08	Email	<b>Support for the project</b> , particularly in conjunction with the inclusion of <b>bike infrastructure</b> and a strong <b>pedestrian realm</b> .	The benefits we believe it will bring to local employers in the area. ...it is important that this route connects effectively with the existing Finch subway station, and future Finch West subway station, to ensure a smooth transition for riders. We support the potential that this project offers for cyclists: The City should ensure that bike lane construction, as outlined in the Toronto Bike Plan, is completed concurrently with LRT construction along Finch in order to facilitate greater cycling opportunities in area of the city	Response.	Complete.	Thank you for the message. To confirm, it was documented and reviewed by the project team. Please contact us any time with recommendations you may have for the project.	Aug-29-08

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

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				currently underserved by cycling infrastructure. Further, the City should consider providing bicycle parking facilities (such as bike lockers) at LRT stops to allow for multi-modal travel.  We support the opportunity that this development offers for the improvement of the pedestrian realm, and general ‘walkability’, of the Finch corridor. The upgrading of pedestrian facilities, including the planting of trees along sidewalks, is vital to encourage both local pedestrian activity, and safe and convenient access to LRT stations.				
80	21-Aug-08	Email	Request LRT <b>information</b> and call back	Hello. I would like some information. I would like to speak to a person not a machine. You should let the public know at what times there is someone available.	No number was left. "Outside caller"	N/A		
81	25-Aug-08	Phone	<b>Support for the project.</b>	I live Riverside Drive, near Humber River and Finch and Steele. Regarding transit from Young to 27, I think it is long overdue and it is deeply needed in our community. This is therefore an urgent line, the sooner it is constructed the better as it will improve people's quality of life.	No response required.	Complete.		
84	26-Aug-08	Email	Suggestions regarding LRT <b>track infrastructure and alignment.</b>	Since the TTC seems to be going with side loading at LRT stations for the most part, have you considered putting a third track in the middle and setting up switches so that express runs can slalom through the lesser stations without stopping, and also to protect the system for breakdowns. I realize this can widen the ROW, but if you are going for side platforms, you are not trying to save space - at least ETS (I am in Edmonton) so argues. <grin> Relatedly, are you considering a moving block control system? In 1986 I was beneficiary as a passenger when Vancouver tested a ALRT train that was run "against the standard flow", slaloming through stations to pass other trains. It ran from Columbia to the Expo Station non-stop. The officials said that the moving block was key to the success of such an operating mode. Good luck with the Nimbys! <grin again>	Response.	Complete.	To follow up on the previous message, please note that TTC does not expect to run express trains on the Finch West LRT and no provisions for bypass tracks are being made. There will be cross-over tracks approximately every four km. and strategically placed storage tracks for service adjustments and failure recovery.	Sep-5-08
83	27-Aug-08	Email	Request to be added to the project <b>mailing list.</b>	I have a business that would be affected by the new LRT. I'd like additional information on the project. Please put me on the mailing list.	Add to mailing list.	Complete.	Thank you .. Added.	Aug-29-08



Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
85	31-Aug-08	Email	Request to be added to the project <b>mailing list</b> .	Please add me to your mailing list.	Add to mailing list.	Complete.	Thank you for the message. To confirm, you have been added to the following project mailing lists:  Don Mills LRT Jane LRT Eglinton LRT Finch West LRT Malvern LRT Sheppard LRT Waterfront West LRT  Scarborough Rapid Transit	Sep-2-08
86	5-Sep-08	Email	<b>Support for the project</b> , in particular with the airport option.	It's about time! I'm thrilled that transit is finally going to be vastly improved in this area. The plan for the LRT is thorough and exciting. Commuting to the airport will get a whole lot easier with this route. Can't wait for it to break ground. Keep it up.	No response required.	Complete.	Thank you for the message of support for the project.	Sep-5-08
87	16-Sep-08	Phone	Request to be added to the project <b>mailing list</b> . Request follow-up <b>information</b> on August 6th meeting.	Is there any follow-up on the meeting held on Aug 6? I could not get any information on the meeting from the internet site.	Response.	Complete.	Left message: website has been updated. Please call back or email to be added to the mailing list.	Sep-11-09
88	16-Sep-08	Email	Request to be added to the project <b>mailing list</b> .	Can you please confirm that I am on the email list regarding updates to the proposed finch lrt. Also, please send me any new information, if available, since the open houses in August.	Add to mailing list.	Complete.	To confirm, you are on the e-mail list for the project. Since the open houses, the project website has been updated with the display information. <a href="http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm">http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm</a>  The direct link to the panels is: <a href="http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/pdf/2008-08-07_open_house.pdf">http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/pdf/2008-08-07_open_house.pdf</a>  As soon as any updates are available you will be notified at this email address.	Sep-16-08
89	28-Oct-08	Email	<b>Support for the project.</b> Question regarding <b>priority of LRT lines</b> (Sheppard vs. Finch). Suggestion regarding <b>connection to other transit lines</b> (e.g. Yonge Subway Line)	I missed the public consultation meetings over the summer. I think the Transit City plan is wonderful and just what the city needs.  I do have one question though. I'm wondering why you would build an LRT along Finch Avenue from the Yonge subway line to the University/Spadina line instead of extending the Sheppard subway line westward with an LRT from Yonge to Downsview. Extending the Sheppard subway eastward with an LRT and the Eglinton-Crosstown LRT will result in an even more crowded	Response.	Complete.	Thank you for the message. The Transit City program is based on LRT technology as it is affordable and the appropriate match in terms of capacity for the corridors that have been identified. On an order of magnitude basis, subways are four to five times more expensive than LRT and require high densities and ridership to justify the cost.  There are programs in progress to increase the capacity	Oct-30-08

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				<p>Yonge line than now.</p> <p>The Yonge line must carry at least twice as many passengers as the University/Spadina line. Extending the Sheppard subway with an LRT to Downsview would mean that more riders could use the University/Spadina line to get downtown instead of everyone crowding onto the Yonge line. Let the Finch LRT begin west off the Finch West subway station.</p> <p>Good luck with your plans and may Transit City be built soon,</p>			<p>of the Yonge subway line including the acquisition of new subway trains with a higher capacity and the implementation of automatic train control which will enable more frequent headways.</p> <p>In addition our forecasts for the Finch LRT show the peak point of the line to be at the connection to the future Spadina subway extension and we expect a high volume of passengers to transfer to and from the University/Spadina subway.</p> <p>Having said all this, please note that the extension of the Sheppard subway to Downsview Station is under consideration in conjunction with a rail yards needs study. The Downsview to Sheppard connection would be one option to get trains from Wilson yard into service on the North Yonge subway extension.</p> <p>Please advise if you would like to be placed on the e-mail list for the Finch West LRT and/or other transit city projects.</p>	
90	31-Oct-08	Email	Questions regarding details of <b>next round of Open houses</b> .	I understand that a fall open house it to be scheduled. Please advise of details or if not, revised timing thanks	Response.	Complete.	The next round of Open Houses for the Etobicoke-Finch West LRT may not be held until 2009. As soon as the next open house date is confirmed we will contact you and the project website will be updated. <a href="http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm">http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm</a>	Oct-31-08
91	17-Nov-08	Phone	Question regarding LRT <b>route location</b> .	Hello I would like to know does a route exists from Yonge and Finch to Etobicoke. . Please call me back	Response.	Complete.	The existing Finch West bus (route 36) runs from Finch Station at Yonge Street to Humberwood Blvd. The proposed Finch West LRT is intended to replace this bus service.	Jan-12-09
92	30-Nov-08	Email	Request to be added to the project <b>mailing list</b> . Request for an <b>update</b> of the project.	<p>I wonder, since it has been several months since the public consultation meetings over the Finch LRT, is it possible that someone may have inappropriately removed my contact information from your mailing list?</p> <p>I have heard nothing from you since this old reply in July 2008. I would like to have an update on the study and be included in the planning consultation for any possible amendments. Please check your records and advise me.</p> <p>If there has been any vexatious meddling, perhaps by the local councilor John Fillion, to keep the Finch Front Owners out of the</p>	Response.	Complete.	Thank you for the message. Please note that your contact information is documented in the Finch West LRT database which is overseen by the City's public consultation unit. No communications have been sent out since July 2008. Additional planning is needed prior to the next round of open houses which are tentatively scheduled for February, 2009. You will certainly be notified as soon as any public consultation is confirmed by the TTC and City of Toronto project team.	Dec-01-08

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
				loop as we have experienced in the past, I will file for an injunction on the LRT project and pursue it until our valid concerns are adequately addressed. If there really has been no communication from the planners since July 2008, please accept my apologies for having reacted in this manner.				
95	17-Feb-09	Email	<b>Support for the project.</b> Question regarding <b>project scheduling</b> (commencement and completion date).	When is the LRT transit for the Finch west going to be started. I believe this should be started right away since there are so many problems on finch and the finch buses are short turn every single day and it takes a long while before you can actually get on a bus at the Finch subway station due to accident on finch or too much traffic. I would like to know when this construction is going to take place and when will it be finch?	Response.	Complete.	Thank you for the message. The Finch West LRT is a priority project for Transit City. Significant resources are being applied to complete the Environmental Assessment and preliminary engineering.  If the environmental assessment is completed and approved without delays, construction for the Finch West LRT is expected to start in 2010 and would be completed in 2013.	Feb-20-09
96	24-Feb-09	Phone	Question regarding <b>another line</b> (Sheppard Subway Line or another LRT).	I have questions about the future plans and possible expansion of the Sheppard Subway Line or an LRT addition, particularly westbound to York University. Please call me back.”	Response.	Complete.	The caller had several questions regarding: - the possible future connection of the Sheppard East and Finch West LRT's, - the possible future westward extension of the Sheppard Subway, - the cost of subway vs. LRT on a per kilometre basis, and - whether the LRT was going to be in the centre of the street.  On the last point he expressed his dissatisfaction with the LRT occupying reserved lanes in the centre of the street, stating that this design "screws up" traffic (citing his experiences in Calgary).  No follow-up is required at this time.  Rick Holli I spoke to Andrew this afternoon. He had several questions regarding: - the possible future connection of the Sheppard East and Finch West LRT's, - the possible future westward extension of the Sheppard Subway, - the cost of subway vs. LRT on a per kilometre basis, and - whether the LRT was going to be in the centre of the	Mar-2-09

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
							<p>street.</p> <p>On the last point he expressed his dissatisfaction with the LRT occupying reserved lanes in the centre of the street, stating that this design "screws up" traffic (citing his experiences in Calgary).</p> <p>No follow-up is required at this time.</p>	
97	15-Apr-09	Email	Question regarding <b>route extension</b> (whether TTC will expand to include York University).	Is TTC expanding to include York University?	Response.	Complete.	<p>The TTC will serve York University through an extension of the Spadina/University subway.</p> <p>In terms of the Finch LRT, it will connect to a future Spadina subway station at Keele Street.</p> <p>Two options for the connection of the LRT to the future Finch West subway station at Keele Street have been developed in a conceptual sense - a surface option and a grade separated option.</p> <p>The surface option would keep the LRT tracks on the surface. The LRT stop at Keele Street would be in the centre of the road on the east side of the intersection. As proposed, the LRT platform would have stairs and escalators going down to connect with an underground pedestrian passage to the concourse level of the future "Finch West" Subway Station.</p> <p>The grade separated option would have the LRT tracks pass through the Keele intersection in a tunnel. The LRT platform would be directly under the intersection and would connect directly to the concourse level of the Finch West Subway Station. The starting points of the ramps for the LRT tunnel would be between Alexdon Road and Tangiers Road in the east and past Romfield Lane in the west.</p> <p>A decision on the recommended option is expected within the next month.</p>	Apr-17-09



Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
98	22-Apr-09	Phone	Request for <b>information</b> regarding the LRT line for inclusion as a story in the Post City Magazines.	I'm looking for more information for writing a story about the Finch West LRT.	Response.	Complete.	Brad Ross - TTC Director of Corporate Communications spoke with the reporter shortly after the request for information.  ***** Previous response. When we receive media requests through the Transit City e-mail and phone lines, please advise who the reporters should be directed to.	Apr-23-09
99	27-Apr-09	Phone	Question regarding LRT <b>route alignment</b> . Question regarding <b>project scheduling</b> and other <b>technical issues</b> .	He wanted to know whether the Finch LRT was on Finch Avenue or in the Hydro corridor to the north. He had some other questions about the timing of the EA, the in-service date and the staging of construction.	Response.	Complete.	He wanted to know whether the Finch LRT was on Finch Avenue or in the Hydro corridor to the north. I responded that the proposed alignment is in the centre of Finch Avenue from Yonge Street to Hwy 27, then south on Hwy 27 to Humber College.  He had some other questions about the timing of the EA, the in-service date and the staging of construction. I informed him that we hoped to wrap up the EA this year, that the line was scheduled to be in service by 2014 and that it was too early to address construction staging.	Apr-27-09
106	6-May-09	Phone	Questions about the project.	Please call me about this project.	Response.	Complete.	Caller had general questions about Finch West LRT including : <ul style="list-style-type: none"><li>· Whether the alignment would be on the street or in the hydro corridor to the north</li><li>· Stop spacing</li><li>· The type of vehicle that will be used</li><li>· EA and Construction timing</li><li>· The character of the street once the LRT is operating</li></ul> She also had questions about the Eglinton LRT. I answered a few basic ones but referred her to the Eglinton project website and PM.  Besides having relatives in the vicinity of the Finch line she has a general interest in urban design and transit and appeared to be a supporter of the projects.	Jun-6-09
100	8-May-09	Phone	Question about <b>project impacts on property</b> (Jane and Finch). Request for <b>project schedule</b> (commencement	My client has property at the south east corner of Jane and Finch and would like to know about potential impacts. I'd also like to get more information about the timeline, specifically completing the EA and construction.	Response.	Complete.	For the Finch West LRT, the EA is nearing completion. We expect that it will be completed by Fall 2009. Construction is expected to start in 2010 and the line is expected to be in service in 2014. At this point we have not developed the construction staging plan so we do	Jun-1-09

**Etobicoke-Finch West LRT Project**  
**Detailed Comments and Responses from January 1, 2008 – September 1, 2009**

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			and completion date).				<p>not know exactly when the area of Jane and Finch will be constructed.</p> <p>Construction of this nature typically involves keeping a minimum of one lane open in each direction. Every effort will be made to maintain access to all properties. If access has to be restricted it will be for the shortest possible timeframe and the owner/occupant will be notified in advance.</p>	
101	21-May-09	Phone	Question about what <b>stage</b> the Etobicoke LRT project is at	What stage is the Etobicoke Finch LRT project at. A real estate agent in the area wants to know.	Response.	Complete.	<p>Jason called back and explained that the Finch West LRT EA is nearing completion. We expect that it will be completed by Fall 2009. Construction is expected to start in 2010 and the line is expected to be in service in 2014. At this point we have not developed the construction staging plan so we do not know exactly when the area of Jane and Finch will be constructed. Jason also forwarded links to the project web page.</p>	Jun-1-09
102	22-May-09	Email	Question regarding <b>project scheduling</b> (commencement and completion date).	Please let me know the Timeframe for the start and completion of the LRT from Finch West to the Airport? Please advise.	Response.	Complete.	<p>Thank you for your message. The current scope of the Finch West LRT project is from Yonge Street to Humber College. Construction of this phase is expected to start in 2010 and the line is expected to be in service in 2014.</p> <p>The staging of construction and the timing for various segments is currently under study. The extension of the Finch West LRT from Humber College to the airport would be a subsequent phase of the project. At present a feasibility study is in progress to identify potential routes for evaluation.</p>	May-25-09
104	22-May-09	Phone	Request for <b>project schedule</b> (commencement and completion date), in particular with connection to the airport.	When will the Etobicoke-Finch line be completed connecting to Pearson Airport?	Response.	Complete.	<p>The current scope of the Finch West LRT project is from Yonge Street to Humber College. Construction of this phase is expected to start in 2010 and the line is expected to be in service in 2014. The staging of construction and the timing for various segments is currently under study.</p> <p>The extension of the Finch West LRT from Humber College to the airport would be a subsequent phase of the project. At present a feasibility study is in progress to identify potential routes for evaluation. There is currently no timetable for implementation of the extension to the airport.</p>	Jun-01-09

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
105	23-May-09	Email	Request to be added to the project <b>mailing list</b> . Request an <b>update</b> of the project.	Kindly include my coordinates in your database for project updates and notices and please provide an update on the status of the Etobicoke - Finch West LRT project	Response.	Complete.	Thank you for your message. To confirm, you have been added to the project mailing list.  Studies for the Environmental Assessment of the current scope of the Finch West LRT project (Yonge Street to Humber College) are nearing completion. Construction of this phase is expected to start in 2010 and the line is expected to be in service in 2014. The staging of construction and the timing for various segments is currently under study.  A feasibility study is in progress to identify potential routes for the future westward extension of the line from Humber College to the airport. This would be a future phase of the project, subject to a separate Environmental Assessment. There is currently no timetable for implementation of the extension to the airport.	May-26-09
103	24-May-09	Email	Request to be added to the project <b>mailing list</b> .	Please add me to the mailing lists regarding the Finch LRT	Add to mailing list.	Complete.	Thank you for your e-mail. To confirm, you have been added to the project mailing list.	May-25-09
107	5-Jun-09	Phone	<b>Objection</b> to the project.	Doesn't like the idea of the LRT line in Etobicoke and thinks that it's awful what Miller is doing. She believes that he is not worried about the tax payer. She commented that we are in a depression and she thinks Miller a crazy man for proceeding with this project.  No reply required. LJ	No response required.	Complete.		
108	16-Jun-09	Email	Request for an <b>update</b> on when the EA process will be ready for review.	Can you please give me an update on when the EA process will be ready for review and when construction is proposed to start?	Response.	Complete.	The EA for Finch West LRT is nearing completion. We expect to have the final round of public consultations in September or October and submit the EA report shortly after. Construction is tentatively expected to start in 2010.  As soon as any dates and schedules are confirmed we will update you.	Jun-16-09
109	26-Jun-09	Email	Question regarding the current <b>status</b> of the Finch West LRT. Question regarding <b>project scheduling</b> (commencement	Please advise of the current status of the Etobicoke – Finch West LRT project;  Can you advise also on the timelines for the work, the planned procurement process and the dates to issue prequalification?	Response.	Complete.	I apologize for the delay in getting back to you.  Rick Holli, Project Manager of the Finch West LRT project with Transit City Department, has answered your inquiry: "Please advise of the current status of the	Aug-05-09

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
			date), planned procurement process.	Please do not hesitate to call me if you have questions			<p>Etobicoke – Finch West LRT project; Can you advise also on the timelines for the work, the planned procurement process and the dates to issue prequalification?" as follows:</p> <p>The status of the Finch West LRT project is that we are completing our preliminary planning studies in preparation for launching the Environmental Assessment under the new expedited Transit Project Assessment process. We expect to issue the Notice of the Commencement and have our final Public Information and Consultation meetings in the fall. The EA report will be submitted shortly afterwards and under the expedited process for transit projects we expect to have approval early in 2010.</p> <p>Work has already started on some low risk Preliminary Engineering activities such as Utility mapping, Bridge/Structure Assessment, and Right-of-Way design.</p> <p>The delivery strategy for the project is still to be determined but construction is expected to start in 2010.</p> <p>Should you have any further questions, please let me know.</p>	
110	15-Jul-09	Phone	Request for project <b>information.</b>	Need info on Etobicoke/Finch W line	Response.	Complete.	Caller wanted to know about the project such as when future public meetings would be held (read about it in the paper saying late fall) and what it entailed. I told him to go to the project website to read about project details as well as reading about other Transit City lines.	Jul-15-09
111	17-Jul-09	Email	Question regarding what <b>stage</b> the project is at.	I kindly ask you to forward me the updated information on Land Use Plans for WEST Finch LRT.	Response.	Complete.	<p>Called back caller and directed them to the project website for project information and land use data available on display panels/neighbourhood update. Also provided general information on future open houses - approximate month (October) and to take a look at project website to stay up to date.</p> <p>*****</p> <p>Forwarded this message to TTC (7/30/09).</p> <p>Thank you for your interest in the Etobicoke Finch West LRT project. Your inquiry has been forwarded to a</p>	<p>Follow-up response: Sept-16-09</p> <p>Original response: Jul-30-08</p>



**Etobicoke-Finch West LRT Project**  
**Detailed Comments and Responses from January 1, 2008 – September 1, 2009**

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
							<p>project team member who will respond as soon as possible.</p> <p>In the meantime, information on the study, presentation materials and a set of Frequently Asked Questions and Answers are posted on the project website. The direct link is:  <a href="http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm">http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm</a>.</p>	
114	22-Aug-09	Phone	Question regarding LRT <b>route alignment</b> as it approaches Mississauga.	Calling from Mississauga. Wanted to know if LRT is coming close to Mississauga. Caller lives near Square One and wanted to know if the LRT is coming close to that.	Response.	Complete.	Left a voicemail explaining that there were no plans for LRT to enter Mississauga in the near future and that the closest lines would be the Lakeshore west (although stopping well before Mississauga) and ECLRT (stopping at the airport).	Aug-25-09
117	24-Aug-09	Email	Questions regarding timing of <b>public meetings</b> (past and future).	I was reading some information on the EA process, can you confirm if there was a public meeting held this spring and when will the next meeting be held?	Response.	Complete.	<p>Thank you for the message. The only official meetings held thus far by the City and TTC for the Etobicoke Finch West LRT were: July 29, August 6 and 7, 2008. Material from those meetings is available on the project website:  <a href="http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm">http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm</a></p> <p>The project team is tentatively planning the next round of consultation in late October or November 2009. As soon as any details are confirmed the website will be updated and we will notify you directly.</p>	Aug-24-09
112	25-Aug-09	Phone	Request for <b>information</b> on project to be included in a newsletter.	Caller works for a real estate firm. Every month they put together a news letter for clients. Wanted to include some information on the progress of the Etobicoke FW LRT – on website = July 2008. Wants to know who she can speak with briefly. Caller just has a few questions. Please contact.	Response.	Complete.	Rick spoke to the contact. She is going to compose a brief update for their newsletter including information about the Light Rail Plan and images off of the website. To be review by Rick.	Sep-09-09
113	31-Aug-09	Phone	Question regarding a rumours of an upcoming <b>public meeting</b> .	Calling in regards to rumours of a meeting to be held on Thursday of this week in regards to Etobicoke Finch LRT – to be held at Cesar’s Banquet Hall on Finch Ave? Please call and confirm whether there is a meeting taking place?	Response.	Complete.	<p>The meeting organized by Councillor Mammoliti for the Emery Village Business Improvement Area is as being held as follows:</p> <p>Julius Banquet Centre  2201 Finch Avenue West  North York, ON  (416)746-9500</p> <p>South west corner of Finch and Arrow Road Entrance is off of Arrow Road</p>	Sep-02-09

Etobicoke-Finch West LRT Project  
Detailed Comments and Responses from January 1, 2008 – September 1, 2009

ID#	Date Received	Source of Inquiry	Subject	Comment / Question	Action Required	Status	Response	Date Response Sent Out
							This is not a TTC organized meeting.	
116	31-Aug-09	Email	Request to be added to the project <b>mailing list</b> .	Could you please put me on your mailing list regarding and meetings, etc. Thank you.	Response.	Complete.	<p>To confirm, we will provide you with email / mail updates as the study progresses.</p> <p>This afternoon, an updated project overview was posted to the project website: <a href="http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm">http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm</a></p> <p>The direct link to the new file is: <a href="http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/pdf/2009-09-03_update.pdf">http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/pdf/2009-09-03_update.pdf</a></p> <p>As soon as more information is available we will notify you.</p>	Sep-02-09
115	1-Sep-09	Email	Request to be added to the project <b>mailing list</b> . Request an <b>update</b> of the project, including <b>project scheduling</b> (commencement date), status of the project.	The team on which I work has many clients in the Rexdale area and we are interested in receiving updates and information on the Finch West LRT. Could you please add me to your mailing list and also let me know the status of the project? Is the environmental assessment underway and when is the expected commencement and completion for the project? Any information that you have will be much appreciated.	Response.	Complete.	<p>We will provide you with email / mail updates as the study progresses. The formal "Transit Project Assessment" has not yet started, we are in the "preliminary planning" stage.</p> <p>This afternoon, an updated project overview was posted to the project website: <a href="http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm">http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/index.htm</a></p> <p>The direct link to the new file is: <a href="http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/pdf/2009-09-03_update.pdf">http://www.toronto.ca/involved/projects/etobicoke_finch_w_lrt/pdf/2009-09-03_update.pdf</a></p> <p>The most optimistic projection would see construction begin at some point in 2010 with the LRT operating in 2014 or 2015. As the study progresses more reliable schedules will be confirmed.</p>	Sep-02-09

# Transit City Etobicoke - Finch West LRT

## Emery Village Business Improvement Area (BIA)

March 2010



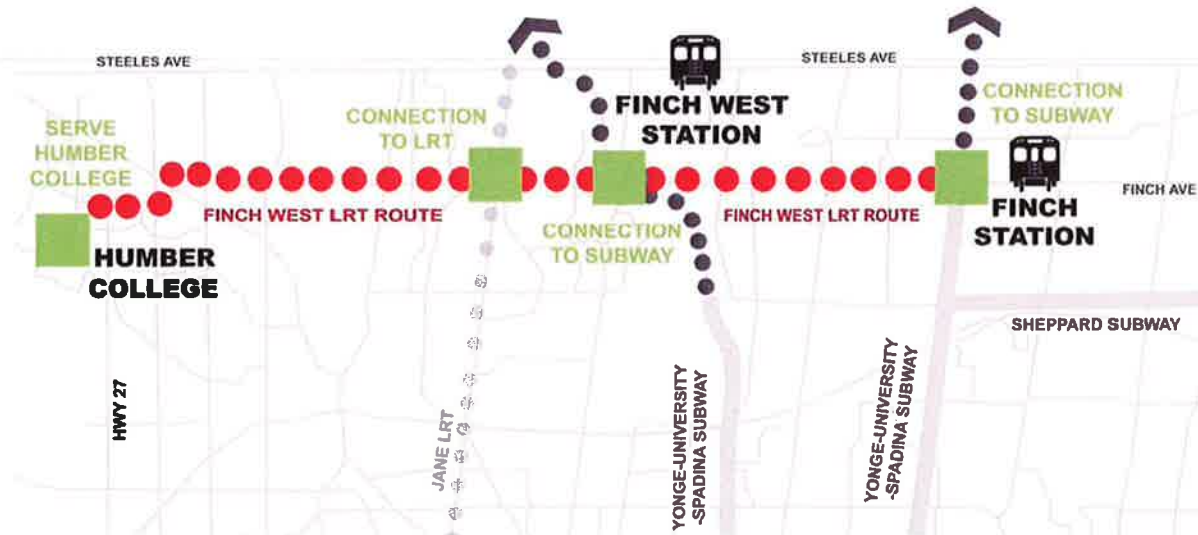
# Finch West LRT

Emery Village BIA Advisory Committee

September 3, 2009



## MAJOR CONNECTIONS



Emery Village BIA September 3, 2009



## FINCH WEST LRT - PROJECT SCOPE

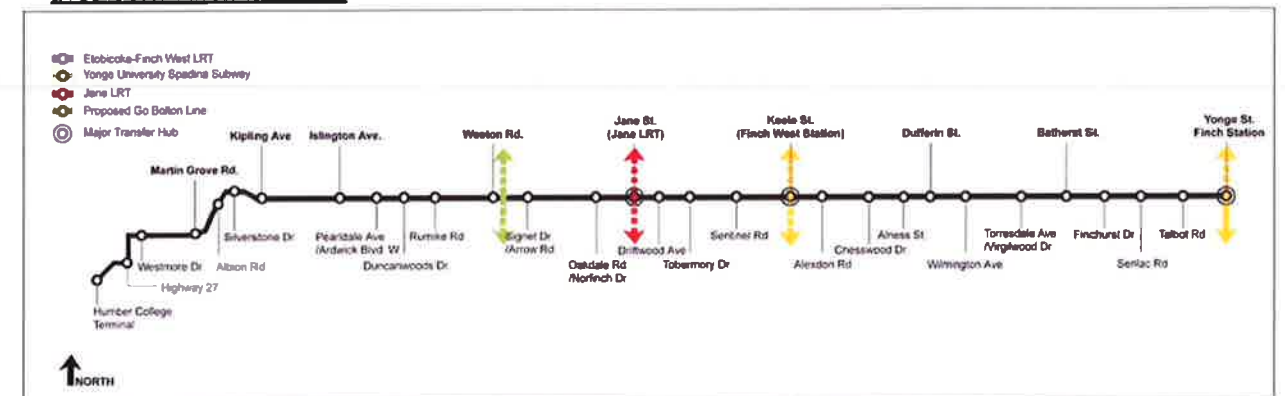
- Light Rapid Transit line from Yonge Street to Hwy 27
- Reserved transit right-of-way in the centre of the street
- General Road Configuration
  - 2 traffic lanes in each direction + LRT ROW
  - Left turn lanes at major intersections
- On-street Platforms
  - Far side stops
  - 60 m long, 3.0 m wide
- Convenient connections at subway stations

Emery Village BIA September 3, 2009



## ROUTE MAP AND STOPS

### ETOBICOKE-FINCH WEST LRT



Emery Village BIA September 3, 2009





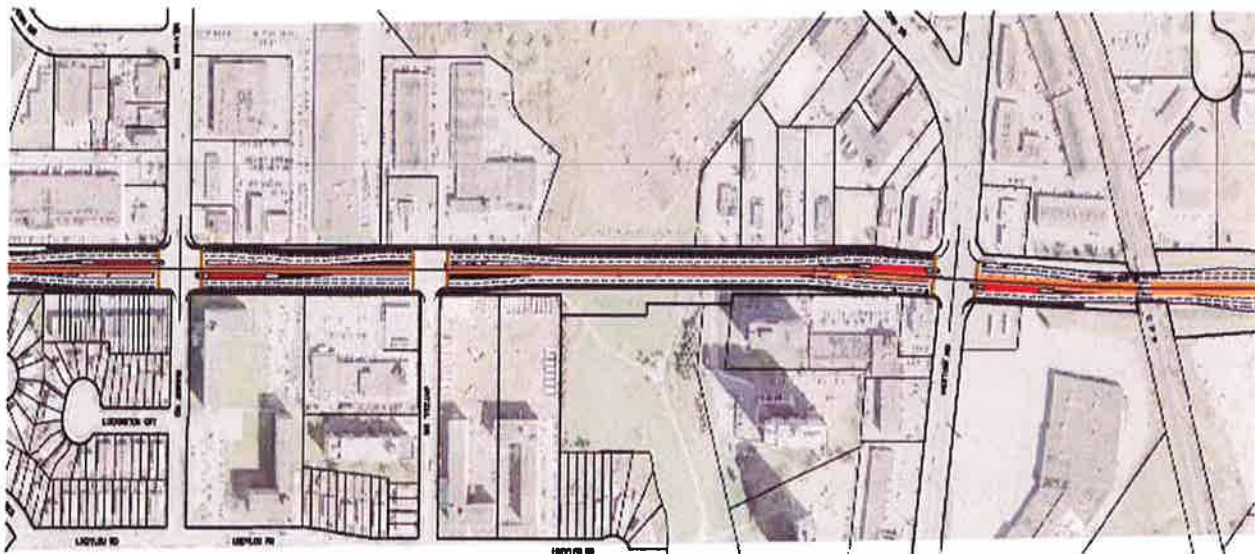
## SIGNIFICANT ISSUES

- Connections to Subway Stations
  - Finch Station at Yonge
  - Finch West Station at Keele
- Property Requirements for Road Widenings
- Jane to Weston Road
  - Hwy 400 and CP crossing
- Possible future extensions to Woodbine Live!, airport, Don Mills Station

Emery Village BIA September 3, 2009



## PROPOSED ROUTING AT EMERY VILLAGE



Finch West LRT (Weston to Milvan)

Emery Village BIA September 3, 2009



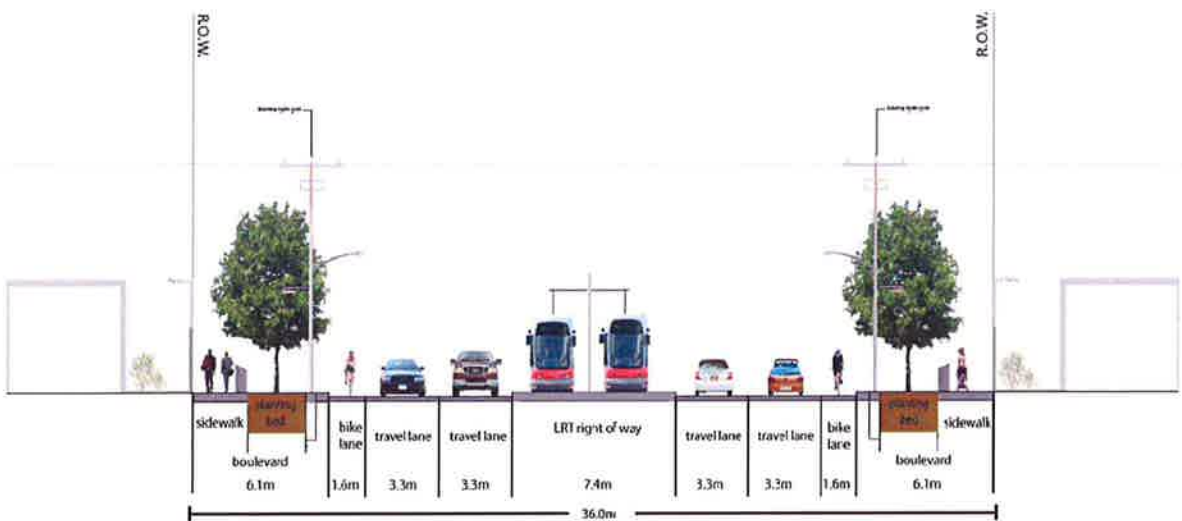
## SCHEDULE & MILESTONES

Feasibility Study	July 2007
Start of Planning Studies for EA	April 2008
Public Information Centre (PIC) No. 1	July – August 2008
Provincial Funding Announcement	April 1, 2009
<b>PIC (Open House) No. 2</b>	<b>Fall or Winter 2009</b>
Completion of EA (Yonge – Humber)	Winter 2009/2010
Start of Preliminary Engineering	November 2008
Start of Construction	2010
Completion / In Service Date	2014/2015

Emery Village BIA September 3, 2009



## RECOMMENDED TYPICAL CROSS-SECTION



Emery Village BIA September 3, 2009



## Working with the Emery Village BIA

- Need to know all important issues for the BIA (streetscape plan etc)
- Establish key contact at BIA to keep communication flowing throughout planning process and future construction
- During construction need to form Construction Liaison Committee (CLC) with BIA, Councillor to reduce disruption



## Contact Information

Rick Holli – Project Manager

[Rick.holli@ttc.ca](mailto:Rick.holli@ttc.ca) or [finchtransit@toronto.ca](mailto:finchtransit@toronto.ca)

**Tel: 416-393-7847**

**Project Website: [www.toronto.ca/transitcity](http://www.toronto.ca/transitcity)**

(click: Etobicoke-Finch West LRT)

# Transit City Etobicoke - Finch West LRT

## Humber College Meeting

March 2010



## Notes of Meeting

Subject: Humber College Meeting 02

Date: March 4, 2010

Time: 9:00 AM

Location: DX Boardroom @ 205 Humber College Blvd., Humber College

File No: Finch West LRT Project

Page No. 1 of 2

### Present:

Name	Representing
Sam Brindis	TTC – Transit City (Project Management)
Rick Holli	TTC – Transit City (Project Management)
Scott Haskill	TTC – Service Planning
Al Witzig	Delcan/TTC
Mani Shahrokni	Delcan/TTC
Carol Anderson	Humber College (Facilities Management)
Scott Valens	Humber College (Capital Development)
Rani Dhaliwal	Humber College (Finance/Admin. Services)

### Absent:

Item No.	Discussion	Action By
1.	<b>Introductions</b>	
2.	<b>Project Schedule, Milestones and General Update</b>	
	Handouts provided: 1. route mapping into Humber College, 2. Transit Project Assessment Schedule (see attached).	
	Humber College indicated the alignment shown furthest east within the college property on Map 3.1 attached, would best meet their needs at this early stage. TTC agreed to show this route in the Environmental Assessment Report, if required by the MOE.	
3.	<b>Humber College Update</b>	
	Master planning process is primarily unchanged. Within 6-8 months, Humber College expects to complete a transportation/circulation study.	
	Humber College is experiencing significant student growth at both this and its Waterfront campuses and will need to balance programs and transportation options between the locations. Their review and approval processes for LRT decisions can be expected closer to construction, around 2013, to reflect master plan conditions at that time.	
4.	<b>Action Items</b>	
a.	Traffic counts at Humber College Blvd. and Highway 27 are seen as an issue. TTC and Humber College to contact the city for more recent traffic counts and counts taken during periods of increased traffic	TTC/Humber

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



## Notes of Meeting

Subject: Humber College Meeting 02

Date: March 4, 2010

Time: 9:00 AM

Location: DX Boardroom @ 205 Humber College Blvd., Humber College

File No: Finch West LRT Project

Page No. 2 of 2

Item No.	Discussion	Action By
	volumes based on school schedule (September/October or January/February).	
b.	Begin process to outline basic details towards a Memorandum of Understanding.	TTC/Humber

The meeting was adjourned at 1030.

Notes Signed by: Sam Brindis

Attachment: 1. Route mapping into Humber College  
2. Transit Project Assessment Schedule

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

# Transit City Etobicoke - Finch West LRT

## Other Stakeholder Consultations

**March 2010**



Imperial Oil  
Products and Chemicals Division  
100 5th Concession East  
Waterdown, Ontario  
Canada L0R 2H1

Sarnia Products Pipeline

Tel. (905) 689-6652  
Fax. (905) 689-3553

March 15, 2010

Mr. Rick Holli, P.Eng.  
Toronto Transit Commission  
3<sup>rd</sup> Floor -5160 Yonge Street,  
Toronto, ON  
M2N 6L6

Dear Sir:

**Re: Etobicoke Finch West LRT Transit City – Toronto Transit Commission  
PE–Petroleum Pipelines**

Based on information provided by TTC and its consultant, Delcan, we understand that the Etobicoke- Finch West LRT project is a Transit City initiative to construct a Light Rail Transit facility between Yonge Street and Hwy 27/Humber College, operating in a dedicated raised right-of-way in the middle of Finch Avenue West. We also understand that the light rail vehicles would be powered by an overhead electrical catenary system.

Further to a meeting between Imperial Oil, TTC and Delcan in May 2009, pipeline plan information was made available for review, and it was agreed that TTC should undertake to confirm the depth of the existing pipelines at the ORC/ hydro corridor crossing of Finch Avenue West, near Signet Drive/Arrow Road. We understand that similar discussions were held with all affected pipeline companies at this location including Trans-Northern Pipelines Inc., Sun-Canadian Pipe Line, and Enbridge Pipelines Inc.

We have received the results of the depth survey and cross-sections prepared for TTC, showing the position and depth of six (6) existing pipelines. Each pipe was exposed at three critical locations: under the proposed widening on both sides, and under the LRT runningway section.

From our review of the above information, we have determined the following areas of concern:

- Depth of cover under the railway crossing.

We are aware that currently, the project is simultaneously going through the "Environmental Assessment" and "Preliminary Engineering" stages. It is our understanding that as the preliminary engineering phase of the project progresses, TTC in conjunction with their consultant (Delcan) intend to work cooperatively with us and the other petroleum companies to pursue practical and mutually acceptable mitigation options at the potential conflict areas to avoid a pipeline relocation. As the TTC prepares to submit the environmental project report

TOTAL P.03

(EPR) for this project to the MOE; Imperial Oil confirms that we are satisfied with the efforts of TTC and Delcan in keeping us informed about the project and in their efforts to devise practical engineering solutions at the conflict locations, and have no objection in principle to the Etobicoke – Finch West LRT project.

We look forward to TTC and Delcan's continued cooperation in resolving issues at the conflict locations.

Sincerely,



Colleen Mitchell  
Imperial Oil  
Right-of-Way Coordinator



March 17, 2010  
File No. 73.11 Toronto/TTC

Mr. Rick Holli, P.Eng.  
Toronto Transit Commission  
3<sup>rd</sup> Floor -5160 Yonge Street,  
Toronto, ON  
M2N 6L6

Dear Sir:

**Re: Etobicoke Finch West LRT Transit City – Toronto Transit Commission  
PE–Petroleum Pipelines**

Based on information provided by TTC and its consultant, Delcan, we understand that the Etobicoke- Finch West LRT project is a Transit City initiative to construct a Light Rail Transit facility between Yonge Street and Hwy 27/Humber College, operating in a dedicated raised right-of-way in the middle of Finch Avenue West. We also understand that the light rail vehicles would be powered by an overhead electrical catenary system.

Further to a meeting between Enbridge Pipelines Inc., TTC and Delcan in May 2009, pipeline plan information was made available for review, and it was agreed that TTC should undertake to confirm the depth of the existing pipelines at the ORC/ hydro corridor crossing of Finch Avenue West, near Signet Drive/Arrow Road. We understand that similar discussions were held with all affected pipeline companies at this location including Trans-Northern Pipelines Inc., Sarnia Products Pipeline (Imperial Oil) and Sun-Canadian Pipe Line.

We have received the results of the depth survey and cross-sections prepared for TTC, showing the position and depth of six (6) existing pipelines. Each pipe was exposed at three critical locations: under the proposed widening on both sides, and under the LRT runningway section.

From our review of the above information, we have determined the following areas of concern:

- Enbridge Pipelines Inc. 762mm diameter pipeline does not meet the required wall thickness for a rail crossing but calculated stress analysis confirms stresses within the allowable limits. Enbridge is in the process of interpreting the CSA Z662 code requirements.
- The existing casing does not extend the full width of the widened road. Enbridge is in the process of determining the need to extend the casing in both directions.

We are aware that currently, the project is simultaneously going through the "Environmental Assessment" and "Preliminary Engineering" stages. It is our understanding that as the preliminary engineering phase of the project progresses, TTC in conjunction with their consultant (Delcan) intend to work cooperatively with us and the other the petroleum companies to pursue practical and mutually acceptable mitigation options at the potential conflict areas to avoid a pipeline relocation. As the TTC prepares to submit the environmental project report (EPR) for this project to the MOE; Enbridge Pipelines Inc. confirm that we are satisfied with the

efforts of TTC and Delcan in keeping us informed about the project and in their efforts to devise practical engineering solutions at the conflict locations, and have no objection in principle to the Etobicoke – Finch West LRT project.

We look forward to TTC and Delcan's continued cooperation in resolving issues at the conflict locations.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ann Newman'.

Ann M. Newman C.E.T.  
Team Leader, Damage Prevention  
Enbridge Pipelines Inc.

AMN/



ISO 14001  
Registered

March 18, 2010

Toronto Transit Commission  
3<sup>rd</sup> Floor – 5160 Yonge Street  
Toronto, Ontario  
M2N 6L6

Attention: Mr. Rick Holli P. Eng.

Re: Proposed TTC – Transit City – Finch West LRT – PE  
Crossing Sun-Canadian Pipeline  
Lot 20, Con 5 W.Y.S.  
Finch Avenue, North York  
SCPL File No. 25 14 752

Dear Sir:

Sun-Canadian Pipe Line Company understands that Delcan Corporation is representing the Toronto Transit Commission with regard to a proposed light rail public transportation system to be installed between Yonge Street and Humber College along Finch Avenue in Metropolitan Toronto.

We have participated in the review of project information including a design meeting, preliminary drawing assessment, and field data analysis. The Delcan team has addressed the petroleum pipeline concerns to date and we are confident they will continue to provide competent solutions for any remaining design concerns.

Sun-Canadian hereby acknowledges there is no objection in principle to the proposed LRT (light rail transit) facilities crossing our 300 mm diameter high pressure oil pipeline at the subject location, provided all areas of the crossing design prevent the transmission of stresses to the Sun-Canadian pipeline, and all work be in accordance with the conditions of Sun-Canadian's Facility Crossing Agreement.

Regards,

A handwritten signature in black ink, appearing to read 'W. Paul Lane'.

W. Paul Lane, CET.  
Sr. Property & Construction  
Technologist  
[plane@sun-canadian.com](mailto:plane@sun-canadian.com)



## Trans-Northern Pipelines Inc.

45 VOGELL ROAD, SUITE 310  
RICHMOND HILL, ONTARIO L4B 3P6  
TEL: (905) 770-3353 FAX: (905) 770-8675

March 18, 2010

Mr. Rick Holli, P.Eng.  
Toronto Transit Commission  
3<sup>rd</sup> Floor -5160 Yonge Street,  
Toronto, ON  
M2N 6L6

Dear Sir:

**Subject: Proposed Etobicoke Finch West LRT Transit System and Crossings of Pipelines**

We are in receipt of the preliminary plans showing the proposed Light Railway Transit (LRT) on Finch Avenue by Toronto Transit Commission (TTC). The proposed LRT will be crossing Trans-Northern's 273.1mm diameter pipeline and Sarnia Product's (leased by Trans-Northern) 273.1mm diameter pipeline east of Signet Drive in the City of Toronto.

On July 10, 2009, Trans-Northern met with TTC and Delcan and provided a copy of our drawing C4-1143 showing the plan and profile of Trans-Northern's pipelines crossing Finch Avenue West as well the photomaps M-1904, sheets 70 through 73, showing the approximate location of the pipelines. At this meeting, it was agreed that Delcan would conduct a depth of cover survey to confirm the pipeline depths at the proposed LRT crossing near Signet Drive/Arrow Road.

Based on information provided by TTC and its consultant, Delcan, we understand that the Etobicoke- Finch West LRT project is a Transit City initiative to construct a Light Rail Transit facility between Yonge Street and Hwy 27/Humber College, operating in a dedicated raised right-of-way in the middle of Finch Avenue West. We also understand that the light rail vehicles would be powered by an overhead electrical catenary system.

Following the depth of cover survey, the cross-sections had been prepared for TTC, showing the position and depth of Trans-Northern's pipelines as well as pipelines of other Companies impacted.

On March 8, 2010, Trans-Northern and other Pipeline Companies were presented with the preliminary plans prepared by Delcan for TTC. From our review of the above information, Trans-Northern has determined the following areas of concern for its pipelines:

- A minimum of 2.0m clearance between the bottom of the rail and the top of the uncased pipelines is required within the LRT right-of-way. In addition, a minimum of 1.2m clearance between the paved portion of the road and the top of the pipelines is required. However, currently, the clearance for both pipelines under the rail within the LRT right-of-way does not meet the requirement.
- It is also required that the impact of the proposed LRT on the pipelines' cathodic protection system is to be studied by a mutually agreed consulting company and necessary steps are to be taken to mitigate any impacts.

We are aware that currently, the project is simultaneously going through the "Environmental Assessment" and "Preliminary Engineering" stages. It is our understanding that as the preliminary engineering phase of the project progresses, TTC in conjunction with their consultant (Delcan) intend to work cooperatively with Trans-Northern and the other the Pipeline Companies to pursue practical and mutually acceptable mitigation options at the potential conflict areas mentioned above to avoid a pipeline relocation. As the TTC prepares to submit the environmental project report (EPR) for this project to the MOE; Trans-Northern confirms that we are satisfied with the efforts of TTC and Delcan in keeping us informed about the project and in their efforts to devise practical engineering solutions at the conflict locations, and have no objection in principle to the Etobicoke – Finch West LRT project.

We look forward to TTC and Delcan's continued cooperation in resolving issues at the conflict locations.

Sincerely,

TRANS-NORTHERN PIPELINES INC.

Berrin Wang, P.Eng.  
Engineer

cc: M. Glass  
S. Korpai

# Transit City Etobicoke - Finch West LRT

## Technical Agencies Consultation

March 2010



Government Department	Name	Title	Department	Address	Phone #
Ministry of Agriculture and Food	David Cooper	Manager	Agricultural Land Use	1 Stone Road West, 3rd Floor (SE) Guelph, ON N1G 4Y2	519-826-3117
Ministry of Citizenship, Culture, Culture, and Tourism & Recreation	Charles Bouskill	Director	Regional Services Branch	123 Edward St. Floor 3 Suite 300 Toronto, ON M7A 2R9	416-314-6680
Ministry of Culture	Michael Johnson	Manager	Heritage Operations	4th Floor, 400 University Ave Toronto, ON M7A 2R9	416-314-7144
Ministry of Culture	Malcolm Horne	Heritage Planner	Heritage Operations	400 University Ave, 4th Floor Toronto, ON M7A 2R9	416-314-7146
Ministry of Culture	Marilyn Miller	Heritage Conservation Advisor	Heritage Policy and Program Development	400 University Ave, 4th Floor Toronto, ON M7A 2R9	416-314-7128
Ministry of Education	Steven Mitchell	Architect	Facilities Architecture and Assessment Unit	900 Bay St., 21 Floor (Mowart Blk) Toronto, ON M7A 1L2	416-325-2015
Ministry of the Environment	James O'Mara	Director	Environmental Assessment and Approvals Branch	2 St. Clair Ave. W. 12A Floor Toronto, ON M4V 1L5	416-314-7288
Ministry of the Environment	Paul Heeney	Manager Program Services Section	Environmental Assessment and Approvals Branch	2 St. Clair Ave. W. 12A Floor Toronto, ON M4V 1L5	416-314-7237
Ministry of the Environment	Andj Dominski	Manager	EA Project Co-ordination Section - EA Approvals	2 St. Clair Ave. W. 14th Floor Toronto, ON M4V 1L5	416-314-7967
Ministry of the Environment	Lori Byers	Environmental Assessment and Planning Coordinator	Air, Pesticides and Environmental Planning Central Region Office	5775 Yonge St, 8th Floor Toronto, ON M2M 4J1	416-326-6700
Ministry of the Environment	Ernie Hartt	APEP Supervisor	Air, Pesticides and Environmental Planning	5775 Yonge St, 8th Floor Toronto, ON M2M 4J1	416-326-4835
Ministry of the Environment	Lori Byers	Environmental Assessment and Planning Coordinator	Air, Pesticides and Environmental Planning	5775 Yonge St, 9th Floor Toronto, ON M2M 4J1	416-326-5745
Ministry of the Environment	Brian Nixon	Director	Water Policy Branch	5775 Yonge St, 9th Floor Toronto, ON M2M 4J1	416-326-7020
Ministry of the Environment	Gemma Connolly	Special Project Officer Project Coordination Section	Environmental Assessment and Approvals Branch	2 St. Clair Ave. W. 14th Floor Toronto, ON M4V 1L5	416-314-7213
Environment Canada Great Lakes and Corporate Affairs	Rob Dobos	Head	Environmental Assessment Section	Box 5050: 867 Lakeshore Road Burlington, ON L7R 4A6	
Ministry of Municipal Affairs and Housing	Brad Singbush	Sr. Planner	Central Municipal Service Office	777 Bay St, 2nd Floor Toronto, ON M5G 2E5	416-585-6564
Ministry of Municipal Affairs and Housing	Audrey Bennett	Director	Provincial Planning and Environmental Services Branch	777 Bay Street, 14th Floor Toronto, ON M5G 2E5	416-585-6072
Ministry of Natural Resources	Terri Fancy	Planner	Aurora District	50 Bloomington Road West Aurora, ON L4G 3G8	905-713-7368
Ministry of Public Safety & Security	Chris Wyatt	Regional Director of Operations-Superintendent	OPP Central Region Headquarters	777 Memorial Ave, 3rd Floor Orillia, ON L3V 7V3	705-329-7403
Toronto and Region Conservation Authority	Beth Williston	Sr. Planner	Development Services	5 Shoreham Drive Downsview, ON M3N1S4	416-661-6600
Ministry of Transportation	Paul Mathur	Head	Highway Engineering - Metro & York	1201 Wilson Ave, Bldg. D, 4th Floor Downsview, ON M3M 1J8	416-235-5563
Ministry of Transportation	Mike Rumble	Project Manager	Corridor Management Office	1201 Wilson Ave, Bldg. D, 7th Floor Toronto, ON M3M 1J8	416-235-3959
Organization	Name	Title	Department	Address	Phone #
Bell Canada	Lynn Chiput	Manager	Engineering Operations	100 Borough Dr., 3rd Floor Orange Toronto, ON M1P 4W2	416-296-6929
CN Rail	John MacTaggart	Technical Services Engineer	Engineering Services	1 Administration Road P.O. Box 1000 Concord ON L4K 1B9	905-669-3155
CP Rail	Rick Buckle	Area Manager	Sales	40 University Ave, Suite 200 Toronto, ON M5J 1T1	416-709-3278
Enbridge Gas Distribution Inc.	Brad Nichols	Environmental Health & Safety Specialist		P.O. Box 650 Scarborough, ON M1K 5E3	416-495-3991
Enbridge Pipeline Inc.	Bob Payne	Coordinator	Pipeline Maintenance	P.O. Box 993 Cambridge, ON N1R 5Y2	905-659-7236
GO Transit	Mike Wolczyk	Manager	Marketing & Planning	20 Bay Street, Suite 600 Toronto, ON M5J 2W2	416-869-3600
Hydro One Networks Inc. Network Services	Brian McCormick	Manager	Environmental Studies & Approvals	483 Bay Street, 6th Floor Toronto, ON M5G 2P5	416-345-6597
Rogers Cable Systems	Ted Hancocks	Planning Manager	GTA Region	3573 Wolfedale Road Mississauga, ON L5C 3T6	905-897-3960
Sarnia Products Pipe Line	Colleen Mitchell	Co-ordinator	Right of Way	100 – 5th Concession Waterdown, ON L0R 2H1	905-689-96462
Sun-Canadian Pipe Line Company Ltd.	Paul Lane	Sr. Technologist	Property & Construction	P.O. Box 470 Waterdown, ON L0R 2H0	905-689-6641 x136
Toronto Cycling Committee	Stephen Fisher c/o Mr. Frank Baldassini	Co-Chair		City Clerks Office, North York CC 5100 Yonge St, Main Floor Toronto, ON M2N 5V7	416-395-7305
Toronto Hydro	Joe Bailey	Vice President	Infrastructure Management	14 Carlton Street Toronto, ON M5B 1K5	416-542-2874
Toronto Pedestrian Committee	Betty Bushe	Committee Secretary		150 Borough Drive Toronto, ON M1P 4N7	416-396-7088
Trans-Northern Pipe Line	Richard Stefanec			3355 Elmbank Road Mississauga, ON L4V 1A6	905-678-2261 x309 Fax: 905-678-1059
Canada Post Corporation	Ms. Deb Garnich		Corporate Communications	4567 Dixie Road Mississauga, ON L4W 1S2	905-214-9490 Fax: 905-214-9244
Toronto Transit Commission	Gary Carr	Chief Engineer	Service Planning	1138 Bathurst Street Toronto, ON M5R 3H2	416-393-4466
Education (all Toronto)	Name	Title	Department	Address	Phone #
Toronto District School Board	Attn: David Reid	Director of Education		5050 Yonge Street Toronto, ON M2N 5N8	
Toronto District School Board	Shiela Penny	Executive Officer	Facility Services	1 Civic Centre Court Toronto, ON M9C 2B3	416-397-2566
Toronto Separate School Board	Peter P. Kole	Senior Coordinator of Planning		80 Sheppard Avenue East Toronto, ON M2N 6E8	416-222-8282x2273
Toronto Catholic District School Board	Attn: Tom Donovan	Director of Education		80 Sheppard Avenue East Toronto, ON M2N 6E8	
Conseil Scolaire de district du Centre Sud-Ouest	Attn: Jean-Luc Bernard	Director de l'education		116 Cornelius Parkway Toronto, ON M6L 2K5	
Conseil Scolaire de district Catholique Centre-Sud	Attn: Marcel Bard	Director de l'education		110 Avenue Drewry Toronto, ON M2M 1C8	
Emergency Services (Toronto)	Name	Title	Department	Address	Phone #
Toronto Police Service	Bill Blair	Chief of Police		40 College Street Toronto, ON M5G 2J3	416-808-2222
Toronto Fire Services	William A. Stewart	Fire Chief		4330 Dufferin Street Toronto, ON M3H 5R9	416-397-4330
Toronto Emergency Medical Service	John Lock	Deputy EMS Chief/Director		4330 Dufferin Street Toronto, ON M3H 5R9	416-392-2000

**Environmental Assessment Government Review Team  
Master Distribution List**

**Including  
Agency Contacts for Information into Environmental Assessment Planning Matters**

**Environmental Assessment Project Coordination Section  
Environmental Assessment and Approvals Branch  
Ministry of the Environment**

Last update  
May 27, 2009

**Table of Contents**

Key Guidelines in Determining the Government Review Team for Projects and in Conducting Circulations.....3  
PROVINCIAL AGENCIES & MINISTRIES .....4  
Go Transit and Metrolinx .....4  
back .....4  
Ontario Power Generation .....4  
back .....4  
Hydro One Networks Inc. ....4  
Ontario Realty Corporation .....4  
Conservation Ontario.....4  
Niagara Escarpment Commission .....5  
Ministry of Aboriginal Affairs (MMA) .....5  
Ministry of Agriculture Food and Rural Affairs .....5  
Ministry of Culture .....6  
Ministry of Education .....8  
Ministry of Community Safety and Correctional Services .....8  
Ontario Provincial Police .....8  
Ministry of Economic Development.....9  
Ministry of Trade and Investment .....9  
Ministry of Energy and Infrastructure .....9  
Ministry of Health and Long-Term Care .....9  
Ministry of Municipal Affairs and Housing.....10  
Ministry of Natural Resources .....11  
Ministry of Northern Development and Mines .....14  
Office of the Fire Marshal .....14  
Ministry of Transportation Electronic format is acceptable provided they are in MS Office software. ....14  
Ministry of Training, Colleges and Universities.....15  
FEDERAL AGENCIES.....15  
Canadian Environmental Assessment Agency .....15  
Canadian Nuclear Safety Commission.....16  
Department of Indian and Northern Affairs.....16  
Environment Canada .....17  
Fisheries and Oceans Canada .....17  
Health Canada .....18  
Transport Canada .....18  
Canadian Nuclear Safety Commission.....19  
CN Rail.....19

Key Guidelines in Determining the Government Review Team for Projects and in Conducting Circulations

The “Government Review Team Master Distribution List” is meant as a tool and an information source to ensure that matters pertaining to EA approvals are routed to the proper contacts within Federal, Provincial and Municipal agencies. The list also contains agency contacts for information purposes and links to agency websites where additional information may be obtained.

For individual EA projects, upon submission of a Terms of Reference (ToR) or an EA for a project, the Project Officer in the Environmental Assessment Project Coordination Section assigned to the project determines, based on this list, which government agencies and sections/staff within these agencies will be circulated the document for review and comment. It is thereby strongly recommended that when proponents are circulating initial project notification letters or draft ToRs or EAs, that they consult with the Project Officer on the list of agencies they intend to use for their circulation. Obtaining Project Officer approval of the Government Review Team for the particular project will avoid having to notify additional agencies late in the process.

The preferred process is that the Project Officer provide a copy of the GRT list to the proponent (or its consultant) and that the proponent then review the list and indicate which agencies and sections/staff within these agencies it believes should be circulated and provide brief written an explanation for those which are not believed to be relevant for the project (i.e. X Ministry only wishes to review projects within X distance from a certain type of facility and the project will be further than that away from the such facilities) and provide the proposed list to the Project Officer for review, revision and approval.

In addition, proponent’s request for comments from agencies which accompanies the EA documentation should outline that if the agency has no concerns on the EA or has no interest in the project, a written letter or e-mail stating this to the proponent would be preferable. This lets the Project Officer know that an agency is satisfied at a certain stage in the process and/or that no further circulation to the agency is necessary. Proponents should also follow-up with the agencies by telephone and e-mail to ensure the proper person received the documentation and to reiterate the preference that a statement of no concerns or no interest be provided, if applicable

This list is periodically updated. The most up-to-date list may be obtained by contacting:

The Environmental Assessment and Approvals Branch  
Environmental Assessment Project Coordination Section - Duty Officer at:  
416-314-8001; or 1-800-461-6290

Important Notes on the Contents of this List

- 1. The default method by which agencies receive EA documents is by courier of a hard paper copy. Some agencies have indicated they are willing to accept (or prefer) electronic versions by e-mail, DVD or downloading from websites (with notice of document availability at a website and a request for comments sent by mail or by e-mail), but unless they indicate they are willing to accept this, hard copies are sent.
- 2. For all agencies, if a project is going be located or have effects within **more than one of their review districts/regions**, then **all relevant districts/regions should receive the full documentation and the cover letter should notify them which other districts/regions of their Ministry are also receiving the documentation**. The same should be done if more than one office within a Ministry will be circulated a document and the offices are not divided based on geographic areas.
- 3. This list was originally primarily used for individual EAs but is also now being used to indicate, in general, which agencies wish to review projects prepared under Class EAs or other streamlined EA process. For detailed information on which agencies are to be considered for circulation on projects under particular Class EAs, please consult the particular Class EA and/or the proponent of the Class EA.

Name, Position, Agency and Address	Document Form	Phone, fax, and e-mail	Types of EA Projects to be Circulated
PROVINCIAL AGENCIES & MINISTRIES			
Go Transit and Metrolinx back			
Mr. Dan Francey, Manager Transportation Planning & Development GO Transit and Metrolinx 20 Bay Street, Suite 600 Toronto ON M5J 2W3	Prefer to download EA	T: (416) 869-3600 Ext. 5478: (416) 869-1563 Daniel.Francey@gotransit.com	Projects affecting the GTA Region.
Ontario Power Generation back			
Mr. Steve Hounsell, Senior Advisor, Sustainable Development Ontario Power Generation 700 University Ave. Toronto ON M5G 1X6	1 hard copy	T: (416) 592-2766 F: (416) 592-7097 steve.hounsell@opg.com	Projects within 2 km of an OPG generating site or that could potentially directly impact any Ontario Power Generation generating site. If unsure, contact OPG before sending documents.
Hydro One Networks Inc. back			
Mr. Charles S. Esendal. P. Eng. Sustainment Manager Lines Information Systems and Programs Hydro One Networks Inc. (HONI) 483 Bay Street, TCT15-A11, North Tower, Toronto ON M5G 2P5	2 hard copies or 1 hard copy if download available.	T: (416) 345-5931 F: (416) 345-5395 Charles.esendal@hydroone.com	Projects that could potentially directly impact HONI facilities or plants (including transmission/distribution lines/stations).  Proponents should clearly identify the proposal’s location and outline the type of impact anticipated relative to HONI facilities/plants.
Ontario Realty Corporation back			
Mr. Anil Wijesooriya, General Manager, Planning, Survey and Appraisal Professional Services Ontario Realty Corporation Ministry of Energy and Infrastructure 1 Dundas St. W., Suite 2000, Toronto, Ontario M5G 2L5	Prefers electronic version.	T: (416) 212-6183 F: (416) 212-1131 anil.wijesooriya@ontariorealty.ca	Projects where lands associated with the undertaking are adjacent to, or proximate to, lands that are managed by the ORC (which are lands held by the Ministry of Energy & Infrastructure in right of Her Majesty the Queen) or if ORC-managed lands are within the project’s study area.
Conservation Ontario back			
Bonnie Fox, Policy and Planning Specialist Conservation Ontario 120 Bayview Parkway Box 11,Newmarket ON L3Y 4W3 www.conservation-ontario.on.ca	1 hard copy	T: (905) 895-0716 Ext. 223 F: (905) 895-0751 bfox@conservation-ontario.on.ca	Parent Class EAs or province-wide EA matters only.
Conservation Authorities For individual EAs and Class EAs, send to the local Conservation Authority covering the affected area. If no Conservation Authority exists for that area, then no circulation necessary.	1 hard copy	See Municipal Directory	All individual and Class EAs within area covered by the particular Conservation Authority. <u>Please Note:</u> Conservation Ontario and each individual Conservation Authority should be circulated any Class EA annual surveys which are committed to in the Parent Class EAs.



Name, Position, Agency and Address	Document Form	Phone, fax, and e-mail	Types of EA Projects to be Circulated
<b>Niagara Escarpment Commission</b> back			
Mr. Mark Frawley, Director Niagara Escarpment Commission 232 Guelph Street Georgetown, ON L7G	2 hard copies or 1 if electronic available	T: (905) 877-4810 F: (905) 873-7452 mark.frawley@ontario.ca	Projects with potential effects on the Niagara Escarpment Planning Area.
<b>Ministry of Aboriginal Affairs (MMA)</b> back			
Pam Wheaton, Director Aboriginal & Ministry Relationships Branch Ministry of Aboriginal Affairs 720 Bay Street, 4th Floor Toronto ON M5G 2K1  <b>Technical Contact (same office):</b> Francois Lachance Senior Policy Advisor	1 hard copy	T: (416) 326-4053 F: (416) 326-4017 Pam.Wheaton@Ontario.ca  T: (416) 326-4754 francois.lachance@ontario.ca	Any projects meeting either of following criteria: - potentially affecting first Nation Communities where land claims or litigation are involved. - potentially affecting Crown land and resources usage.
The Secretary Ministry of Aboriginal Affairs 720 Bay Street, 4th Floor Toronto ON M5G 2K1 Attn: Lise Hansen, Sr. Negotiator Negotiations Branch	Consult to determine	T: (416) 326-4765 F: (416) 326-0542 Lise.Hansen@jus.gov.on.ca	Projects adjacent to Six Nations of the Grand River and Mississaugas of the New Credit in the Lower Grand River watershed. The area includes the City of Brantford, the Counties of Haldimand and Brant. Documents to be sent by EAAB to MAA and MAA to distribute to the parties outlined under the agreement. Grand River Notification Agreement: <a href="http://www.ainc-inac.gc.ca/on/grndrvr_e.html">http://www.ainc-inac.gc.ca/on/grndrvr_e.html</a>
<b>Ministry of Agriculture Food and Rural Affairs</b> back			
Mr. David Cooper, Manager Environmental & Land Use Policy Ministry of Agriculture, Food and Rural Affairs 1 Stone Road W, 3 <sup>rd</sup> Floor Guelph ON N1G 4Y2  <b>Technical Contact (same office):</b> Ms. Donna Mundie, Land Use Policy Specialist	1 hard copy of Parent Class EAs or province-wide documents.  Cover letter for EAs and Class EAs.	T: (519) 826-3117 F: (519) 826-3109 <a href="mailto:david.cooper@ontario.ca">david.cooper@ontario.ca</a>  T: (519) 826-3120 donna.mundie@ontario.ca	All Parent Class EAs and exemptions or activities of a province-wide application affecting agricultural operations, specialty crop soils or Class 1-3 Agricultural land.  Individual EAs and Class EAs affecting agricultural operations, specialty crop soils and Classes 1-3 Agricultural lands, except in urban designations, and all waste EAs
<b>Regional Offices:</b> Circulate individual EAs and Class EAs affecting agricultural operations, specialty crop soils and Class 1-3 Agricultural lands, except in urban designations, and all waste EAs to appropriate Regional Office. (if necessary see map of regions at <a href="http://www.omafra.gov.on.ca/english/landuse/facts/lupmap.htm">http://www.omafra.gov.on.ca/english/landuse/facts/lupmap.htm</a> )			
Mr. Ray Valaitis, Rural Planner Central and North Region Ontario Ministry of Agriculture, Food and Rural Affairs RR #3, 95 Dundas Street, Brighton ON OK 1H0	1 hard copy	Phone: 613-475-4764 Fax: 613-475-3835 ray.valaitis@ontario.ca	Projects meeting above criteria in North Region, which covers upper-tier municipalities of Muskoka and Nipissing northward. Central Region covers municipalities of Toronto, York, and Simcoe east to Hastings and Lennox & Addington including Peterborough area.
Mr. Drew Crinklaw, Rural Planner South West Region Ontario Ministry of Agriculture, Food and Rural Affairs 667 Exeter Road London, ON N6E 1L3	1 hard copy	T: 519-873-4085 F: 519-873-4062 drew.crinklaw@ontario.ca	Projects meeting above criteria in Southwest Region, which covers upper- and single-tier municipalities of Hamilton, Brant, Oxford and Middlesex southward and westward, including London and Windsor areas.

Name, Position, Agency and Address	Document Form	Phone, fax, and e-mail	Types of EA Projects to be Circulated
Ms. Carol Neumann, Rural Planner West Central Region Ontario Ministry of Agriculture, Food and Rural Affairs 6484 Wellington Road 7 Elora ON N0B 1S0	1 hard copy	Tel: (519) 846-3393 Fax: (519) 846-8178 carol.neumann@ontario.ca	Projects meeting above criteria in Westcentral Region, which covers upper-tier municipalities of Grey, Bruce, Huron, Perth, Waterloo, Wellington, Dufferin, Peel, Halton and Dufferin including Kitchener area.
Mr. John O'Neill, Rural Planner Eastern Region Ontario Ministry of Agriculture, Food and Rural Affairs Box 2004, ORC Building, Kemptville ON OG 1J0	1 hard copy	Phone: 613-258-8341 Fax: 613-258-8341 john.o'neill@ontario.ca	Projects meeting above criteria in Eastern Region, which covers municipalities of Renfrew and Frontenac eastward including Ottawa area.
<b>Ministry of Culture</b> back			
The Ministry of of Culture released the Ontario Heritage Tool Kit to help municipalities, land use planners, heritage professionals, heritage organizations, property owners, and others understand the heritage conservation process in Ontario. Please go to <a href="http://www.culture.gov.on.ca">http://www.culture.gov.on.ca</a> to access the Ontario Heritage Tool Kit.  As well, on April 28, 2005 the Ontario Heritage Amendment Act, 2005 (Bill 60) amending the Ontario Heritage Act came into force. It provided new municipal and provincial powers to identify and protect heritage sites and districts, marine heritage sites and archaeological resources. It also enabled the Minister of Culture to develop standards and guidelines for the identification and protection of cultural heritage property owned or managed by the Crown or by prescribed public bodies. Ministry of Culture are in the process of consulting with affected ministries, prescribed bodies and the Ontario Heritage Trust in preparing the standards and guidelines. These standards and guidelines, to be approved by the Lieutenant Governor in Council (LGIC), will apply to the provincial Crown and to public bodies that are prescribed by regulation.			
Ms. Karla Barboza, Heritage Adviser Culture Services Unit Programs and Services Branch Ministry of Culture 400 University Avenue, 4th Floor Toronto ON M7A 2R9	1 hard copy	T: (416) 314-7120 F: (416) 314-7790 <a href="mailto:karla.barboza@mci.gov.on.ca">karla.barboza@mci.gov.on.ca</a>	Send all province-wide or general EA initiatives (i.e. Parent Class EAs) for comment and coordination on general heritage impact.
<b>Heritage Planners:</b> Circulate for review of archaeological, built heritage and cultural landscape impacts. They incorporate comments of Regional office (part of Ministry of Tourism and Health Promotion Offices) on cultural facilities into their comments.			
Mr. Winston Wong, Heritage Planner Cultural Services Unit, Programs and Services Branch Ministry of Culture 400 University Ave., 4th Floor Toronto ON M7A 2R9	1 hard copy	T: (416) 314-7147 F: (416) 212-1802 7175 Winston.L.Wong@ontario.ca	All individual and Class EAs in Central Ontario which covers upper- and single-tier municipalities of Durham, York, Toronto, Simcoe, Muskoka, Haliburton, Kawartha Lakes, Peterborough and Northumberland.
Mr. Chris Andersen, Heritage Planner Cultural Services Unit, Programs and Services Branch Ministry of Culture, 400 University Ave. 4th Floor Toronto ON M7A 2R9	1 hard copy	T: (416) 314-7159 F: (416) 212-1802 <a href="mailto:Chris.andersen@ontario.ca">Chris.andersen@ontario.ca</a>	All individual and Class EAs in Eastern and Northeastern Ontario – Eastern Ontario covers upper- and single-tier municipalities from Quinte West, Hastings and Renfrew eastward to Quebec; incl. Ottawa and Kingston areas. Northeastern Ontario covers. Parry Sound, Sudbury, Nipissing, Timiskaming, Cochrane, Algoma and Manitoulin.
Ms. Penny Yonge, Heritage Planner Cultural Services Unit Programs and Services Branch Ministry of Culture 400 University Ave., 4th Floor Toronto ON M7A 2R9	1 hard copy	T: (416) 212-4019 F: (416) 212-1802 <a href="mailto:Penny.young@ontario.ca">Penny.young@ontario.ca</a>	All individual and Class EAs in WestCentral Ontario, which covers upper- and single-tier municipalities of Hamilton, Halton, Niagara, Peel, Wellington and Dufferin; plus northern Southwestern Ontario which covers Bruce and Grey.

Name, Position, Agency and Address	Document Form	Phone, fax, and e-mail	Types of EA Projects to be Circulated
Ragini Dayal, Heritage Planner Cultural Services Unit Programs and Services Branch Ministry of Culture 400 University Ave. 4th Floor Toronto ON M7A 2R9	1 hard copy	T: (416) 314-7131 F: (416) 212-1802 <a href="mailto:Ragini.dayal@ontario.ca">Ragini.dayal@ontario.ca</a>	All individual and Class EAs for Southwestern Ontario which covers upper- and single-tier municipalities of Haldimand, Brant, Waterloo, Perth and Huron westward including Kitchener, London and Windsor areas, plus Northwestern Ontario incl. Thunder Bay, Rainy River and Kenora upper-tier municipalities.
<b>Ministries of Tourism and Health Promotion – Regional Offices:</b> Assessment of sport/recreation and tourism impacts (except do not do tourism in Northern Ontario). They also provide separate comments to Ministry of Culture Heritage Planners on cultural facility impacts which MOC then incorporates in their comments. back			
Ms. Elaine Lynch, Manager North Region Ministries of Citizenship and Immigration, Culture, Tourism and Health Promotion 435 James Street South, Suite. 334 Thunder Bay, ON P7E 6E3	1 hard copy	T: (807) 475-1635 F: (807) 475-1297 <a href="mailto:elaine.lynch@ontario.ca">elaine.lynch@ontario.ca</a>	All individual and Class EAs in North Region which covers upper-tier municipalities of Parry Sound, Nipissing and Manitoulin and everything north and westward, such as Kenora, North Bay, Sault Ste. Marie, Sioux Lookout, Sudbury, Thunder Bay, and Timmins areas.
Mr. George Potter, West Region Manager Ministries of Citizenship and Immigration, Culture, Tourism and Health Promotion 30 Duke Street West, Suite 405 Kitchener ON N2H 3W5	1 hard copy	T: (519) 571-6050 F: (519) 578-1632 <a href="mailto:george.potter@ontario.ca">george.potter@ontario.ca</a>	All individual and Class EAs in West Region which covers upper- and single-tier municipalities of Niagara, Hamilton, Wellington, Dufferin and Grey and everything westward, such as Kitchener, London, and Windsor areas.
Mr. Tom Chrzan, Manager Central Region Ministries of Citizenship and Immigration, Culture, Tourism and Health Promotion 180 Dundas Street West, Suite 502 Toronto Ontario, M7A 2R9	1 hard copy	T: (416) 314-6682 F: (416) 314-2024 <a href="mailto:tom.chrzan@ontario.ca">tom.chrzan@ontario.ca</a>	All individual and Class EAs in Central Region which covers upper- and single-tier municipalities of Durham, Toronto, York, Peel, Halton, Simcoe, and Muskoka.
Ms. Mary Beach, Manager East Region Ministries of Citizenship and Immigration, Culture, Tourism and Health Promotion 347 Preston Street, 4 <sup>th</sup> Floor Ottawa ON K1S 6B7	1 hard copy	T: (613) 742-3366 F: (613) 742-5300 <a href="mailto:mary.beach@ontario.ca">mary.beach@ontario.ca</a>	All individual and Class EAs in East Region which covers upper- and single-tier municipalities of Northumberland, Kawartha Lakes, and Haliburton eastward including Ottawa, Kingston and Peterborough areas.

Name, Position, Agency and Address	Document Form	Phone, fax, and e-mail	Types of EA Projects to be Circulated
<b>Ministry of Tourism</b> back			
Mr. Darryl Soshycki, Manager Strategic & Corporate Policy Unit Tourism Policy and Research Branch Ministry of Tourism 15th Floor, 700 Bay Street Toronto ON M7A 2E1	1 hard copy	T: (416) 212-1676 F: (416) 314-7341 <a href="mailto:Darryl.soshycki@ontario.ca">Darryl.soshycki@ontario.ca</a>	All Parent Class EAs and individual and Class EAs of province-wide or high-level of significance (e.g. inter-provincial bridges).
Mr. Gerry Webber, Coordinator Resource-based Tourism Unit Tourism Policy and Research Branch Ministry of Tourism Suite 401, 199 Larch Street Sudbury ON P3E 6A5	Prefers Electronic	T: 705-564-3175 F: 705-677-4019 <a href="mailto:Gerry.webber@ontario.ca">Gerry.webber@ontario.ca</a>	All Parent Class EAs and Class EAs and individual EAs of province-wide or high-level of significance (e.g. inter-provincial bridges).
<b>Ministry of Health Promotion</b> back			
Mr. Craig Stewart, Manager Recreation Unit Sports and Recreation Branch Ministry of Health Promotion 18 <sup>th</sup> Floor, 393 University Avenue Toronto ON M7A 2S1	1 hard copy	<a href="mailto:Craig.stewart@ontario.ca">Craig.stewart@ontario.ca</a>	All Parent Class EAs if they may have implications for recreational use of land.
<b>Ministry of Education</b> back			
Mr. Steven Mitchell, O.A.A., Architect Pupil Accommodation Unit Business Services Branch Ministry of Education 21st Floor, Mowat Block, 900 Bay Street Toronto ON M7A 1L2	1 hard copy	T: (416) 325-2015 F: (416) 325-4024 <a href="mailto:Steven.mitchell@ontario.ca">Steven.mitchell@ontario.ca</a>	All Parent Class EAs or province-wide EA matters..
Local French and English Public and Catholic Boards of Education - see Municipal Directory	1 hard copy		Any project that will impact on a school building, property or staff and students, e.g., noise, air quality, well water quality, pedestrian routes, school bus routes, general safety considerations, enrolment and school construction planning.
<b>Ministry of Community Safety and Correctional Services</b> back			
Mr. Mario Veronesi, Manager Accommodations and Leasing Unit Facilities Branch Ministry of Community Safety and Correctional Services 25 Grosvenor Street, 13 Floor Toronto ON M7A 1Y6	1 hard copy	T: (416) 327-1468 F: (416) 327-1470 <a href="mailto:mario.veronesi@ontario.ca">mario.veronesi@ontario.ca</a>	Class or Individual EAs having direct physical impact on MCS detachments, correctional centres, jails and MCS detention centres including all projects within 1 km of such buildings.
<b>Ontario Provincial Police</b> back			
Ms. Sheryl Bennett, Manager OPP Facilities Section Accommodation Services Section 777 Memorial Avenue, 2nd Floor Orillia ON L3V 7V3	Download- ing preferred	T: (705) 329-6815 F: (705) 329-6808 <a href="mailto:sheryl.bennett@ontario.ca">sheryl.bennett@ontario.ca</a>	<b>In municipalities with own police service,</b> Individual and Class EAs having a direct physical impact on OPP detachments, or impacting provincial highways (which OPP patrols).
Michael Burger, Director (A) Facilities, Emergency Management &	Download- ing preferred	T: 416-314-1016 F: 416-327-1470	



Name, Position, Agency and Address	Document Form	Phone, fax, and e-mail	Types of EA Projects to be Circulated
Security Branch, 17th Floor, 25 Grosvenor Street, Toronto, ON M7A 1Y6		Michael.burger@ontario.ca	In municipalities without own police service (OPP then patrols area), above projects plus projects with potential to change demographics, traffic flow, or the need for police presence
Ms. Paula Brown Operational Policy and Strategic Planning Bureau Ontario Provincial Police 777 Memorial Avenue, 3rd Floor Orillia ON L3V 7V3	1 hard copy	T: (705) 329-6903 F: (705) 329-7596 Paula.brown@ontario.ca	
Ministry of Economic Development back			
Mr. Reed Barrett, Director Sector Competitiveness Branch Industry Division Ministry of Economic Development 900 Bay St., 7th Fl., Hearst Block Toronto ON M7A 2E1	Prefers electronic version	T: (416) 325-9897 F: (416) 325-6885 Reed.barrett@ontario.ca	Individual EA=s which involve investments in the large-scale manufacturing facilities and co-generation projects plus large-scale expansions of existing manufacturing or co-generation facilities.
Ministry of Trade and Investment back			
Mr. Gregory Wooton, Director Investment Branch Investment and Trade Division Ministry of International Trade and Investment 900 Bay St., 5th Fl., Hearst Block Toronto ON M7A 2E1	1 hard copy	T: (416) 325-6758 F: (416) 325-6799 gregory.wootton@ontario.ca	EAs which involve investments in the large-scale manufacturing facilities and co-generation projects plus large-scale expansions of existing manufacturing or co-generation facilities.
Ministry of Energy and Infrastructure back			
Alan Jenkins, Sr. Policy Specialist Renewable and Clean Energy Energy Supply and Competition Branch Ministry of Energy and Infrastructure 880 Bay Street, 3rd Floor Toronto, ON M7A 2C1	1 hard copy	T: (416) 325-6926 F : (416)-325-6972 allan.jenkins@ontario.ca	Parent Class EAs  Individual and Class EAs with energy implications or energy-related (including renewable energy such as small hydro, wind, energy from waste landfill gas, deep lake water cooling).
Kevin Pal, Manager, Strategic Policy Branch Conservation & Strategic Policy Division Ministry of Energy and Infrastructure 6 <sup>th</sup> Floor, 880 Bay St. Toronto, ON M7A 2C1	1 hard copy	T: 416-327-7204 F: 416-327-7204 Kevin.pal@ontario.ca	All parent, individual and Class EAs.
Ms. Tija Dirks, Director Growth Policy, Planning and Analysis Ontario Growth Secretariat Ministry of Energy and Infrastructure 777 Bay Street, 4 <sup>th</sup> Floor, Suite 425 Toronto ON M5G 2E5	Contact first	T: 416-325-1546 F: 416-325-7403 Tija.Dirks@ontario.ca	Contact to see if they have an interest in the EA.
Ministry of Health and Long-Term Care back			
Sylvia Shedden Director, Environmental Health Branch Public Health Division 2nd Floor, 5700 Yonge St Toronto ON M2M 4K5	Hard copy of EA summary and map	T: (416) 327-7426 F: (416) 327-0984 Sylvia.shedden@moh.gov.on.ca	Send summary of EA and map for sewage and water-works, and for waste facility projects which may have health implications.

Name, Position, Agency and Address	Document Form	Phone, fax, and e-mail	Types of EA Projects to be Circulated
Heath Units and Medical Officers of Health See: <a href="http://www.alphaweb.org/phunit/">http://www.alphaweb.org/phunit/</a> (Click Ontario Public Health Units)	1 hard copy		Send entire EA for sewage and water-works, and for waste facility projects which may have health implications to Health Unit/Medical Officer of Health for the geographic area.
<b>Ministry of Municipal Affairs and Housing</b> back			
Lynn Peterson, Manager Planning Innovation Section Provincial Planning Policy Branch Ministry of Municipal Affairs & Housing 777 Bay Street, 14th Floor Toronto ON M5G 2E5	1 hard copy	T: (416) 585-6348 F: (416) 585-6870 Lynne.Peterson2@ontario.ca	Parent Class EAs, EA matters of a broad policy nature and individual EAs with potential effects in multiple regions.
<b>Regional Offices:</b> Should be circulated individual and Class EA projects that have one or more of the following: <ul style="list-style-type: none"> <li>- a municipal proponent;</li> <li>- relate to municipal servicing; and/or</li> <li>- have federal involvement.</li> </ul>			
Central Municipal Services Office Ministry of Municipal Affairs & Housing Mr. Victor Doyle, Manager Community Planning and Development 2nd Floor, 777 Bay Street Toronto ON M5G 2E5	1 hard copy	T: (416) 585-6109 F: (416) 585-6882 <a href="mailto:Victor.doyle@ontario.ca">Victor.doyle@ontario.ca</a>	Projects meeting above criteria in upper- and single-tier municipalities of Dufferin, Durham, Halton, Hamilton, Toronto, Muskoka, Niagara, Peel, Simcoe, and York.
Eastern Municipal Services Office Ministry of Municipal Affairs & Housing Mr. Michael Elms, Manager Community Planning and Development 8 Estate Lane, Rockwood House Kingston ON K7M 9A8	1 hard copy	T: (613) 545-2132 F: (613) 548-6822 <a href="mailto:Michael.elms@ontario.ca">Michael.elms@ontario.ca</a>	Projects meeting above criteria in upper- and single-tier municipalities of Hastings and Renfrew eastward including the Ottawa and Kingston areas
Northeastern Municipal Services Office Ministry of Municipal Affairs & Housing Ms. Heather Robertson, Manager Community Planning and Development 159 Cedar Street, Suite 401 Sudbury ON P3E 6A5	1 hard copy	T: (705) 564-6870 F: (705) 564-6863 <a href="mailto:heather.robertson@ontario.ca">heather.robertson@ontario.ca</a>	Projects meeting above criteria in upper- and single-tier municipalities of Algoma, Cochrane, Manitoulin, Nipissing, Parry Sound, Sudbury, and Timiskaming.
Northwestern Municipal Services Office Ministry of Municipal Affairs & Housing Mr. John Stadlander, Manager Community Planning and Development 435 James Street South, Suite 223 Thunder Bay ON P7E 6S7	1 hard copy	T: (807) 475-1641 F: (807) 475-1196 <a href="mailto:john.stadtlander@mah.gov.on.ca">john.stadtlander@mah.gov.on.ca</a>	Projects meeting above criteria in upper-tier and single-tier municipalities of Kenora, Rainy River, and Thunder Bay.
Southwestern Municipal Services Office Ministry of Municipal Affairs & Housing Mr. Bruce Curtis, Manager Community Planning and Development 659 Exeter Road, 2nd Floor London ON N6E 1L3	1 hard copy	T: (519) 873-4026 F: (519) 873-4018 <a href="mailto:Bruce.curtis@ontario.ca">Bruce.curtis@ontario.ca</a>	Projects meeting above criteria in upper- and single-tier municipalities of Haldimand, Brant, Waterloo, Wellington, and Grey westward including Kitchener, London and Windsor areas.

Name, Position, Agency and Address	Document Form	Phone, fax, and e-mail	Types of EA Projects to be Circulated
<b>Ministry of Natural Resources</b> back			
Land Use and Environmental Planning Section Policy and Planning Coordination Branch Ministry of Natural Resources 300 Water Street, PO Box 7000 5 <sup>th</sup> Floor, North Tower Peterborough, ON K9J4R5 Att: Sharon Rew, Team Leader - Environmental Planning	2 hard copies	T: (705) 755-5870 F: (705) 755-1971 sharon.rew@ontario.ca	For 'Parent' Class EAs, exemptions, and activities of provincial wide application.  For projects that occur in more than one MNR District, please send copies to each MNR District and an additional copy to the appropriate Regional Director(s) as noted below.
<b>Regional and District Offices:</b> Circulate all individual and Class EAs to the relevant district office(s) with a letter requesting the documents be reviewed and send a copy of cover letter to Regional Office. If project impacts more than one district, also send EA document to Regional office.			
<b>Southern Region</b> Ministry of Natural Resources 300 Water Street, Box 7000 4th Floor, South Tower Peterborough, ON K9J 3C7 Att: Jim Boothby, A/Senior Planner	1 hard copy of cover letter or EA	T: (705) 755-3224 F: (705) 755-3289 Jim.boothby@ontario.ca	Copy of cover letter only for all individual or Class EAs entirely within one District. All individual or Class EAs which occur in two or more of the following Districts: Aurora, Aylmer, Bancroft, Guelph, Kemptville, Midhurst, Pembroke, Parry Sound, Peterborough, and Algonquin Park.
Aurora District Ministry of Natural Resources 50 Bloomington Road West, R.R. #2 Aurora, ON L4G 3G8 Att: Steve Strong, District Planner	2 hard copies	T: (905) 713- 7366 F: (905) 713-7360 Steve.strong@ontario.ca	All individual or Class EAs in District which covers upper-and single-tier municipalities of Halton, Toronto, York, Peel and Durham.
Aylmer District Ministry of Natural Resources 353 Talbot Street West Aylmer, ON N5H 2S8 Att: Daraleigh Irving, District Planner	2 hard copies	T: (519) 773-4750 F: (519) 773-9014 Daraleigh.irving@ontario.ca	All individual or Class EAs in District which covers upper- and single-tier municipalities of Norfolk, Oxford, and Middlesex westward including London and Windsor areas.
Bancroft District Ministry of Natural Resources Highway 28, Box 500 Bancroft, ON K0L 1C0 Attn: Mike Turner, District Planner	2 hard copies	T: (705) 286-5216 F: (705) 286-4355 Mike.turner@ontario.ca	All individual or Class EAs in District which covers upper- and single-tier municipalities of Haliburton and the northern-halves of Peterborough, Hastings, Lennox and Addington and Frontenac.
Guelph District Ministry of Natural Resources 1 Stone Road West Guelph, ON N1G 4Y2 Att: Mike Stone, District Planner	2 hard copies	T: (519) 826-4912 F: (519) 826-4929 Mike.stone@ontario.ca	All individual or Class EAs in District which covers upper- and single-tier municipalities Hamilton, Niagara, Brant, Waterloo, Wellington, Huron and Perth including Kitchener area.
Kemptville District Ministry of Natural Resources Box 2002, Concession Road Kemptville, ON K0G 1J0 Att: Anda Rungis, District Planner	2 hard copies	T: (613) 258-8414 F: (613) 258-3920 Anda.rungis@ontario.ca	All individual or Class EAs in District which covers upper- and single-tier municipalities Lees and Grenville, Lanark and Ottawa eastward.
Midhurst District Ministry of Natural Resources 2284 Nursury Road Midhurst, ON L0L 1X0 Att: Brenda Robinson, District Planner	2 hard copies	T: (705) 725-7546 F: (705) 725-7584 Brenda.robinson@ontario.ca	All individual or Class EAs in District which covers upper- and single-tier municipalities of Grey, Bruce, Simcoe and Dufferin.

Name, Position, Agency and Address	Document Form	Phone, fax, and e-mail	Types of EA Projects to be Circulated
Parry Sound District Ministry of Natural Resources 7 Bay Street Parry Sound, ON P2A 1S4 Att: Dorothy Shaver, District Planner	2 hard copies	T: (705) 773-4231 F: (705) 746-8828 Dorothy.shaver@ontario.ca	All individual or Class EAs in District which covers upper- and single-tier municipalities of Parry Sound and Muskoka.
Pembroke District Ministry of Natural Resources Box 220, 31 Riverside Drive Pembroke, ON K8A 6X4 Att: Joanna Gaweda, District Planner	2 hard copies	T: (613) 732-5525 F: (613) 732-2972 Joanna.gaweda@ontario.ca	All individual or Class EAs in District which covers Renfrew County.
Peterborough District Ministry of Natural Resources Riverside Drive, P.O. Box 220 Peterborough, ON K8A 6X4 Att: Katie Novacek, District Planner	2 hard copies	T: (705) 755-3294 F: (705) 755-3125 Katie.novacek@ontario.ca	All individual or Class EAs in District which covers upper- and single-tier municipalities Prince Edward County, Kawartha Lakes, Northumberland and the southern halves of Peterborough, Hastings, Lennox and Addington and Frontenac.
<b>Northwest Region</b> Ministry of Natural Resources Ontario Government Building Suite 221, 435 James Street South Thunder Bay, ON P7E 6E3 Attn: Evan Simpson, Senior Planner	1 hard copy of cover letter or EA	T: (807) 475-1445 F: (807) 473-3023 Evan.simpson@ontario.ca	Copy of covering letter only for all individual EAs entirely within one District. All individual or Class EAs for projects which occur in two or more of the following Districts: Dryden, Fort Frances, Kenora, Nipigon, Red Lake, Sioux Lookout and Thunder Bay.
Dryden District Ministry of Natural Resources Box 730, 479 Government Road (Hwy. 17) Dryden, ON P8N 2Z4 Att: Martin Pell, District Planner	2 hard copies	T: (807) 223-7540 F: (807) 223-2824 Martin.pell@ontario.ca	All individual and Class EAs in District. For district boundaries in Northern Ontario consult: <a href="http://www.mnr.gov.on.ca/en/ContactUs/1ColumnSubPage/STEL02_179001.html">http://www.mnr.gov.on.ca/en/ContactUs/1ColumnSubPage/STEL02_179001.html</a> . To compare to municipal boundaries use Crown Land Use Policy Atlas – <a href="http://crownlanduseatlas.mnr.gov.on.ca/">http://crownlanduseatlas.mnr.gov.on.ca/</a>
Fort Frances District Ministry of Natural Resources 922 Scott Street Fort Frances, ON P9A 1J4 Att: Rachel Hill, District Planner	2 hard copies	T: (807) 274-8605 F: (807) 274-4438 Rachel.hill@ontario.ca	All individual and Class EA in District.
Kenora District Ministry of Natural Resources Box 5080, 808 Robertson Street Kenora, ON P9N 3X9 Attn: Abby Anderson, District Planner	2 hard copies	T: (807) 468-2501 F: (807) 468-2736 Abby.anderson@ontario.ca	All individual and Class EA in District.
Nipigon District Ministry of Natural Resources Box 970, 5 Wadsworth Drive Nipigon, ON P0T 2J0 Att: Peggy Bluth, District Planner	3 hard copies	T: (807) 854-1829 F: (807) 854-0335 Peggy.bluth@ontario.ca	All individual and Class EA in District.
Red Lake District Ministry of Natural Resources Box 5003, 227 Howey Street Red Lake, ON P0V 2M0 Attn: Pamela Dittrich, District Planner	2 hard copies	T: (807) 727-1328 F: (807) 727-2861 Pamela.dittrich@ontario.ca	All individual and Class EA in District.
Sioux Lookout District Ministry of Natural Resources Box 309, Prince Street Sioux Lookout, ON P8T 1A6 Att: John Carnochan, A/District Planner	2	T: (807) 737-5060 F: (807) 737-1813 John.carnochan@ontario.ca	All individual and Class EA in District.

Name, Position, Agency and Address	Document Form	Phone, fax, and e-mail	Types of EA Projects to be Circulated
Thunder Bay District Ministry of Natural Resources Ontario Government Building Suite B001, 435 James Street South Thunder Bay, ON P7E 6E3 Att: Jim Cameron, District Planner	2 hard copies	T: (807) 475-1457 F: (807) 475-1527 Jim.cameron@ontario.ca	All individual and Class EA in District.
<b>Northeast Region</b> Ministry of Natural Resources Hwy.#101 East, Postal Bag 3020 South Porcupine, ON P0N 1H0 Att: Senior Planner	1 copy of cover letter or EA document	T: (705) 235-1150 F: (705) 235-1246	Copy of covering letter only for all individual EAs entirely within one District.  All individual or Class EAs for projects which occur in two or more of the following Districts: Chapleau, Cochrane, Hearst, Kirkland Lake, North Bay, Sault Ste. Marie, Sudbury, Timmins and Wawa.
Chapleau District Ministry of Natural Resources 190-192 Cherry Street Chapleau, ON P0M 1K0 Att: Tim Mutter, District Planner	2 hard copies	T: (705) 864-3139 F: (705) 864-0681 Tim.mutter@ontario.ca	All individual and Class EA in District. For district boundaries in Northern Ontario consult: <a href="http://www.mnr.gov.on.ca/en/ContactUs/1ColumnSubPage/STEL02_179001.html">http://www.mnr.gov.on.ca/en/ContactUs/1ColumnSubPage/STEL02_179001.html</a> . To compare to municipal boundaries use Crown Land Use Policy Atlas – <a href="http://crownlanduseatlas.mnr.gov.on.ca/">http://crownlanduseatlas.mnr.gov.on.ca/</a>
Cochrane District Ministry of Natural Resources Box 730, 2 Third Avenue Cochrane, ON P0L 1C0 Att: Robin Stewart, District Planner	2 hard copies	T: (705) 272-7111 F: (705) 272-7183 Robin.stewart@ontario.ca	All individual and Class EA in District.
Hearst District Ministry of Natural Resources Box 670, 631 Front Street Hearst, ON P0L 1N0 Att: Pat Burrough, Resource Analyst	2 hard copies	T: (705) 337-9314 F: (705) 337-9345 Pat.burrough@ontario.ca	All individual and Class EA in District.
Kirkland Lake District Ministry of Natural Resources Box 129, Swastika, ON P0K 1T0 Att: Shaun Walker, District Planner	2 hard copies	T: (705) 568- 3231 F: (705) 568-3200 Shaun.walker@ontario.ca	All individual and Class EA in District.
North Bay District Ministry of Natural Resources 3301 Trout Lake Road North Bay, ON P1A 4L7 Att: Rick Calhoun, District Planner	2 hard copies	T: (705) 475-5546 F: (705) 475-5500 Rick.calhoun@ontario.ca	All individual and Class EA in District, which is generally Nippissing County.
Sault Ste. Marie District Ministry of Natural Resources 64 Church Street Sault Ste. Marie, ON P6A 3H3 Att: Erin Nixon, Renewable Energy Planner	2 hard copies	T: (705) 941-5128 F: (705) 949-6450 Erin.nixon@ontario.ca	All individual and Class EA in District which is roughly southern half of Algoma.
Sudbury District Ministry of Natural Resources 3767 Hwy. 69 S Sudbury, ON P0N 1H0 Attn: Scott Dingwall, District Planner	2 hard copies	T: (705) 564-7876 F: (705) 564-7602 Scott.dingwall@ontario.ca	All individual and Class EA in District which is roughly southern half of Sudbury District.
Timmins District Ministry of Natural Resources Ontario Government Complex Hwy. 101E, P.O. Bag 3090 South Porcupine, ON P0N 1H0 Att: District Planner	2 hard copies	T: (705) 235-1300 F: (705) 235-1331	All individual and Class EA in District.

Name, Position, Agency and Address	Document Form	Phone, fax, and e-mail	Types of EA Projects to be Circulated
Wawa District Ministry of Natural Resources Box 1160, Highway 101 Wawa, ON P0S 1K0 Att: Tom Kenerknecht, District Planner	2 hard copies	T: (705) 856- 4717 F: (705) 856- 7511 Tom.kenerknecht@ontario.ca	All individual and Class EA in District.
<b>Ministry of Northern Development and Mines</b> back			
Joan van Kralingen, Acting Director Corporate Policy Secretariat Ministry of Northern Development and Mines Rm. 5630, Whitney Block, 99 Wellesley St. W Toronto, ON M7A 1C3  Herbert Shields, Policy Advisor Same office	Notice only      EA – prefers electronic version	T: (416) 327-6469 F: (416) 327-0634 joan.vankralingen@ontario.ca  T: 416-327-0650 Herbert.shields@ontario.ca	All EAs.  Consult MNDM at pre-submission stage and ensure submission of draft EA if project will impact lands containing geological resources or if there are requirements to identify mineral rights information.  Note: MNDM also comments on tourism and economic development issues in Northern Ontario.
<b>Office of the Fire Marshal</b> back			
Local Fire Department(s)  Please contact the affected local municipal office in order to obtain the name of the Fire Chief and the address of the affected fire department (see Municipal Directory).	1 hard copy		The Office of the Fire Marshal has requested that EAs be directed to the local Fire Department in the affected municipality (or municipalities).  Where Fire Department access might be affected.
<b>Ministry of Transportation</b> Electronic format is acceptable provided they are in MS Office software. back			
Shelley Tapp, Manager (A) Provincial and Environmental Planning Office Transportation Planning Branch Ministry of Transportation 301 St. Paul Street, 2nd Floor St. Catharines, ON L2R 7R4	2 hard copies	T: (905) 704-2608 F: (905) 704- 2007 Shelley.tapp@ontario.ca	Parent Class EAs & Individual EAs for Network Plans.
Mr. Gary Todd, Manager Design and Contract Standards Office Ministry of Transportation 301 St. Paul Street, 2nd Floor, North St. Catharines, ON L2R 7R4	2 hard copies	T: (905) 704-2199 F: (905) 704-2040 Gary.todd@ontario.ca	All individual or Class EAs that involve the preparation of stormwater management plans or alterations to existing Watershed/Subwatershed Plans.
<b>Regional Offices:</b> The relevant offices should be circulated all individual and Class EAs that are transportation projects or are located within 400 metres of a provincial highway plus those that are located outside built-up area that involve any of the following: a) potential for creation of more than a minimal change in traffic volumes/patterns; b) requirement for direct access to a provincial transportation facility; or c) requirement for access roads to areas where there were previously no roads.			
West (Southwestern) Region Mr. Kevin Bentley, Manager Engineering Office Ministry of Transportation 659 Exeter Road London ON N6E 1L3	2 hard copies	T: (519) 873-4373 F: (519) 873-4388 kevin.bentley@ontario.ca	Projects meeting above criteria in upper- or single-tier municipalities of Haldimand, Brant, Waterloo, Wellington, Dufferin and Grey westward including Kitchener, London and Windsor areas.



Name, Position, Agency and Address	Document Form	Phone, fax, and e-mail	Types of EA Projects to be Circulated
Central Region Mr. Peter Verok, Manager Engineering Office Ministry of Transportation 1201 Wilson Avenue, 5th Floor, Bldg D Downsview ON M3M 1J8	2 hard copies	T: (416) 235-5441 F: (416) 325-3436 Peter.verok@ontario.ca	Projects meeting above criteria in upper- or single-tier municipalities of Hamilton, Niagara, Halton, Peel, Toronto, York, Simcoe and Durham.
Eastern Region Mr. Peter Makula, Manager Engineering Office Ministry of Transportation Postal Bag 4000, 355 Counter Street Kingston ON K7L 5A3	2 hard copies	T: (613) 545-4754 F: (613) 545-4821 peter.makula@ontario.ca	Projects meeting above criteria in upper- or single-tier municipalities of Northumberland, Kawartha Lakes and Haliburton eastward including Peterborough, Kingston and Ottawa areas.
Northeastern Region Mr. Paul Lecoarer, Manager Engineering Office Ministry of Transportation Ontario Government Bldg, Suite 301 447 McKeown Ave. North Bay ON P1B 9S9	2 hard copies	T: (705) 497-4575 F: (705) 497-5208 paul.lecoarer@ontario.ca	Projects meeting above criteria in upper-tier municipalities of Muskoka, Parry Sound, Nippissing, Timiskaming, Cochrane, and Algoma including Sudbury, Sault Ste. Marie, North Bay and Timmins areas
Northwestern Region Mr. Brian Snell, Manager Engineering Office Ministry of Transportation 615 South James Street, P.O. Box 1177 Thunder Bay ON P7E 6P6	2 hard copies	T: (807) 473-2001 F: (807) 473-2165 brian.snell@ontario.ca	Projects meeting above criteria in upper-tier municipalities of Thunder Bay, Kenora and Rainy River.
<b>Ministry of Training, Colleges and Universities</b> back			
EAs to be distributed for review to individual affected Colleges and Universities and only referred to the Ministry reviewer when issues cannot be resolved at the local level.  Bary McCarton, Director Postsecondary Finance and Information Management Branch Ministry of Training, Colleges and Universities Mowat Block, 7 <sup>th</sup> floor 900 Bay St., Toronto ON M7A 1L2	1 hard copy	See INFO-GO for contact information  T: (416) 325-1952 F: (416) 325-1959	Individual and Class EAs for projects affecting colleges and universities should be submitted directly to the affected institution. They should be consulted about any project within approximately 400m of the boundary of the institution and any of its campuses and for other projects which may impact an institution's property, buildings and facilities, faculty, staff, students and visitors (through air- and water-borne materials; noise, light, transmission and other vibration generated energies; pedestrian and public transportation route and volume changes, including impacts from commercial and industrial initiatives, demographic changes, etc.)
<b>FEDERAL AGENCIES</b>			
<b>Canadian Environmental Assessment Agency</b>			
Louise Knox, Regional Director Ontario Region Canadian Environmental Assessment Agency 55 St. Clair Avenue East, 9th Floor Toronto ON M4T 1M2	To be determined	T: (416) 952-1575 F: (416) 952-1573 Louise.Knox@ceaa-acee.gc.ca	Contact must be initiated immediately during proponent=s pre-submission consultation with provincial and federal ministries and agencies. CEAA acts as Aone window@ with regards to CEA Act and determines involvement of other federal agencies from CEA Act perspective.  All individual EAs, including projects that will require federal approvals or financing/funding or are on or abutting federal lands.

Name, Position, Agency and Address	Document Form	Phone, fax, and e-mail	Types of EA Projects to be Circulated
<b>Canadian Nuclear Safety Commission</b> back			
Henry Rabski, Director Process Facilities and Technical Support Division Canadian Nuclear Safety Commission P.O. Box 1046, Station B Ottawa ON K19 5S9	none	T: (613) 995-5294 F: (613) 995-5086 rabskih@dnsc-ccsn.gc.ca	For technical advice only
<b>Department of Indian and Northern Affairs</b> back			
Glenn Gilbert, Manager Environmental Unit Environment & Natural Resources Lands and Trusts Services Department of Indian and Northern Affairs 25 St. Clair Avenue East, 8th Floor Toronto ON M4T 1M2	Send legal description of property, map and description of project.	T: (416) 973-2131 F: (416) 954-4328 GilbertG@inac.gc.ca	Contact only for EA projects affecting reserve lands which may require a land instrument from INAC.  Consult the following resources for information on aboriginal communities: <u>Treaties</u> Natural Resources Canada (NRCAN) aboriginal resources and maps <a href="#">NRCAN First Nation Reserve Land Map</a> <a href="#">NRCAN Historical Indian Treaties Map</a> Search by place for nearby reserves (Canadian Geographical Names database) Upper Canada Treaties-Indian <u>Treaties and Surrenders</u> - Volumes 1, 2 and 3
Mr. Don Boswell, Senior Claims Analyst, Ontario Research Team Specific Claims Branch Department of Indian & Northern Affairs 10 Welling ton St. Room 1310 Gatineau QU K1A 0H4	Send legal description of property, map and description of project	T: (819)953-1940 F: (819) 997-9873 Boswelld@inac.gc.ca	All EAs. Will provide input on <u>federal</u> specific claims.  Specific claims map-updated quarterly _www.ainc-inac.gc.ca/ps/clm/onm_e.pdf <a href="#">Specific Claims Information:</a> <a href="http://www.ainc-inac.gc.ca/ps/clm/scbul_e.html">http://www.ainc-inac.gc.ca/ps/clm/scbul_e.html</a>
Ms, Nicole Cheechoo, Policy Analysis Comprehensive Claims Branch Treaties and Aboriginal Government Department of Indian and Northern Affairs 10 Wellington St., 8th Floor Gatineau QU K1A 0H4	Send legal description of property, map and description of project	T: (819) 956-0356 F: (819) 934-1366 nicole.cheechoo@inac.gc.ca	All EAs. Contact will provide information about comprehensive claims.  To date there is only one Comprehensive Claim in Ontario: <b>Algonquin Land Claim</b>  <b>Contact specific Aboriginal contacts in land claim area affected</b> (List of ANR Negotiation Team for Public Meetings)  EAAB staff to send all outgoing correspondence to Algonquin communities to the Principal and Chief Negotiators; Legal Services Branch; & internal ministry contacts.
Mr. Franklin Roy, Director Litigation Portfolio Operations East Litigation Management and Resolution Branch Department of Indian and Northern Affairs 10 Welling ton St., Room 1310 Gatineau QU K1A 0H4	Send legal description of property, map and description of project	T: (819) 997-3582 F: (819) 997-1679 royf@inac.gc.ca	All EAs. Contacts will provide input on <u>federal</u> litigation.

Name, Position, Agency and Address	Document Form	Phone, fax, and e-mail	Types of EA Projects to be Circulated
Mr. Gregg Dahl, Senior Policy Analyst Office of the Federal Interlocutor for Métis and Non-status Indians Department of Indian and Northern Affairs 66 Slater Street - Room 1218 Ottawa ON K1A 0H4	Send legal description of property, map and description of project	T: (613) 992-3705 F: (613) 996-1737 dahlg@inac.gc.ca	All EAs.
<b>Environment Canada</b> back			
Rob Dobos, Manager Environmental Assessment Section Environmental Protection Operatons Division - Ontario Region Environment Canada P.O. Box 5050, 867 Lakeshore Rd. Burlington ON L7R 4A6  <b>Staff Contact:</b> Sheila Allen, Senior EA Officer	1 hard copy	T (905) 336-4953 F (905) 336-8901 rob.dobos@ec.gc.ca  T: (905) 336-4948 F: (905) 336-8901 sheila.allan@ec.gc.ca	All individual and Class EAs (particularly those affecting an area of federal interest or responsibility).
<b>Fisheries and Oceans Canada</b> back			
Sara Eddy, Senior Habitat Biologist Fish Habitat Management Ontario-Great Lakes Area Fisheries and Oceans Canada District Office, 867 Lakeshore Road Burlington ON L7R 4A6	consult	T: (905) 336-4535 F: (905) 336-6285 Sara.Eddy@dfo- mpo.gc.ca	General contact for any policy, procedural and regulatory matters, including Parent Class EAs, and for information related to DFO's role with Fisheries Act, Species at Risk Act, CEAA.
<b>District Offices</b> DFO has agreements with Conservation Authorities (CAs) by which the CAs review all individual and Class EAs to determine if there may be a harmful alteration or destruction of fish habitat. If there may be, CAs will forward or request the proponent to forward appropriate documents to the Referral Coordinator at the proper District DFO office at the appropriate time. Depending on the level of DFO/CA agreement, CA may handle all discusses with proponent including on mitigation measures. In portions of Central and Northern Ontario without CAs, identify and circulate to relevant DFO District Office.	Conserva- tion Authority will determine.		Any EAs which may have a harmful alteration or destruction of fish habitat as determined by Conservation Authority. Approval for fishery alteration or destruction and for creation of compensatory fish habitat may be necessary from DFO.  If direct circulation to DFO District office is required, contact EAPC Duty Officer or DFO for a map of DFO districts and a list of contacts, addresses, e-mail, and telephone numbers

Name, Position, Agency and Address	Document Form	Phone, fax, and e-mail	Types of EA Projects to be Circulated
<b>Health Canada</b> back			
Ms. Kitty Ma and Ms. Melanie Lalani Regional Environmental Assessment Coordinators Safe Environments Program Ontario Region – Health Canada 180 Queen Street West, 10 <sup>th</sup> Floor Toronto, ON M5V 3L7	1 hard copy	T: 416- 954-2206 F: 416-952-0102 kitty_ma@hc-sc-gc.ca  and  T :416-954-5013 F : 416-952-4444 Melanie_lalani@hc- sc.gc.ca	No contact necessary; CEA Agency will decide if this department needs to be notified of project (for federal EA for project under CEAA).  Exception is if it is determined specific expert advice is required on matters not covered by provincial agencies, including electric and magnetic fields, and radiation effects. They also have expertise on health risk assessment/ management; federal air, water and soil quality guidelines/ standards used in human health risk assessment; multi-media toxicology; air quality health effects; drinking and recreational water quality; and noise impacts. Letter requesting expert advice should specify scope of project and assessment, the expertise requested, and sections of the EA to be reviewed.
<b>Transport Canada</b> back			
Ms. Monique Mousseau, Regional Manager Environmental Affairs, Programs Branch Transport Canada - Ontario Region 4900 Yonge Street, Suite 300 Toronto, ON M2N 6A5  <u>NOTE:</u> Any EA=s potentially affecting either Toronto or Ottawa International Airports should also be sent to the planning department of the respective airport. Contact person and addresses follow:	contact	T: (416) 952-0485 F: (416) 952-0514 moussema@tc.gc.ca	Circulate individual or Class of the following types: <ul style="list-style-type: none"><li>• waste disposal projects that may attract birds;</li><li>• projects involving tall structures et al;</li><li>• projects that may cause electrical interference to navigational aids;</li><li>• any projects in the vicinity (or adjacent to) federal airports.</li><li>• any projects that affect or cross a waterway (bridge, culvert, dam, overhead electrical wires, underwater piping etc.) as Canadian Coast Guard (which oversees Navigable Waters Projection Act) is now within Transport Canada.</li></ul>
Mr. Yvon Larochelle, Director of Environmental Services Transport Canada Ottawa International Airport Suite 3110, 50 Airport Road Gloucester ON K1V 9B4	1 hard copy	T: (613) 248-2000 Ext.1157 F: (613) 248-2021	Projects potentially affecting the Ottawa International Airport.
Greater Toronto Airport Authority Mr. Ian Woods, Director of Airport Planning Greater Toronto Airport Authority Lester B. Pearson International Airport 3111Convair Drive, P.O. Box 6031 Toronto ON L5P 1B2	Prefers electronic copy	T: (416) 776-5023 F: (416) 776-4168	Projects potentially affecting Pearson Airport and surrounding area including the 401 and 407, as well as those affecting east Pickering Airport site.



Name, Position, Agency and Address	Document Form	Phone, fax, and e-mail	Types of EA Projects to be Circulated
<b>Canadian Nuclear Safety Commission</b> back			
Henry Rabski, Director Process Facilities and Technical Support Division Canadian Nuclear Safety Commission P.O. Box 1046, Station B Ottawa ON K19 5S9	none	T: (613) 995-5294 F: (613) 995-5086 <a href="mailto:rabskih@dnsc-ccsn.gc.ca">rabskih@dnsc-ccsn.gc.ca</a>	For technical advice only
<b>CN Rail</b> back			
Dave A. Reynolds, Manager Engineering & Environmental Services CN Rail 1 Administration Road P.O. Box 1000 Concord ON L4K 1B9	1 hard copy	T: (905) 669-3119 F: (905) 760-3406	Projects affecting railway lines. Technical advice and information only
<b>MUNICIPALITIES</b> back			
<p>It is the proponent's responsibility to distribute all EA-related material to the appropriate contact persons in the relevant departments at the affected lower, upper or single tier municipality or municipalities. The municipality will determine which contacts will respond or if one will respond for all departments.</p> <p>the EAA also requires that all Notices of ToR submission (section 6.3(3)) and all Notices of EA Submission (section 6.3(3)) be filed with the Clerk of each Municipality in which the undertaking is to be carried out, but the Clerks are usually not the persons designated by the municipality for providing comments or sign-offs on individual EAs or Class EAs.</p> <p>For more information regarding Ontario Municipalities please go to the following web pages <a href="http://www.amo.on.ca/">http://www.amo.on.ca/</a> <a href="http://www.amo.on.ca/YLG/ylg/ontario.html">http://www.amo.on.ca/YLG/ylg/ontario.html</a></p>			