

Environmental Impact Assessment Report Findings

VIRTUAL OPEN HOUSE SCIENCE CENTRE TO GERRARD STATION FEBRUARY 22 AND 24, 2022

Agenda

- Land acknowledgement
- Safety moment
- Introduction to panel
- Presentation
 - About the Ontario Line project
 - Environmental Impact Assessment Report Overview
 - Key findings and mitigation measures
 - o What's next
 - Property details
- Questions / Answers period

Land acknowledgement

Let us take a moment to acknowledge that we are on the traditional territory of Indigenous Peoples including the Anishnabeg, the Haudenosaunee and the Wendat Peoples.

We are all Treaty people. Many of us have come here as settlers and immigrants...in this generation or generations past.

Metrolinx declares its commitment to building meaningful relationships with Indigenous Peoples.

We acknowledge the historic and continued impacts of colonialization and the need to work towards meaningful reconciliation with the original caretakers of the land.

We acknowledge that Metrolinx operates on lands covered by 20 Treaties, and that we have a responsibility to recognize and value the rights of Indigenous Nations and Peoples and conduct business in a manner that is built on the foundation of trust, respect and collaboration.

Safety Moment



Introduction to panel











Malcolm MacKay

James Francis

Jesse Pakkala

Vicki Wong

Richard Tucker

Program Sponsor, Ontario Line

Director, Property Acquisitions

Vice President, Subway Project Delivery, **Ontario** Line

Sr. Manager, Environmental Programs and Assessment

Project Manager, Environmental Programs and Assessment

The Ontario Line



average

Science Centre Station



Science Centre Station



••••• Future Line 5 Eglinton

Bus Stop Bus Terminal

Station Building

Station Entrance .



→ METROLINX

Flemingdon Park Station





Station Building

Bus Stop

A Station Entrance



Thorncliffe Park Station & Maintenance and Storage Facility (MSF)



Thorncliffe Park Station

Elevated
Bus Stop
Station Entrance

uilding Maintenance and Storage Facility Boundary ntrance Maintenance and Storage Facility Building **Note:** Locations of track storage and maintenance buildings are not final.





->>> METROLINX

Don Valley Crossing







▲ Emergency Exit



The Ontario Line

Cosburn Station



METROLINX

50

100 metres



- Station BuildingUnderground Station Area
 - ea 🔺 Emergency Exit

A Station Entrance

Pape Station



->>> METROLINX

Gerrard Tunnel Portal





Project Timeline (Science Centre to Gerrard)



Timelines are subject to change

METROLINX

*Procurement Packages:

- North Northern Civil, Stations and Tunnel
- RSSOM Rolling Stock, Systems, Operations and Maintenance

Environmental Impact Assessment Report – Overview

Environmental Assessment Reporting Process



Environmental Assessment Review Process

• The Draft Environmental Impact Assessment Report (EIAR) has been prepared in accordance with Ontario Regulation 341/20 under the Environmental Assessment Act.



Key Findings

Construction Noise and Vibration

Metrolinx is committed to proactive mitigation and monitoring of noise and vibration to maintain levels below international standards.

Measures to manage construction noise and vibration

- Meet the Ministry of Environment, Conservation and Parks (MECP) noise level standards.
- Implement measures to minimize transfer of noise and vibration (e.g., use of muffling devices, equipment enclosures, temporary hoarding, noise barriers).
- Before construction begins, complete surveys at properties that may be affected by vibration-causing activities, such as heritage buildings.
- Monitor noise and vibration levels during construction to identify where further mitigation is required.
- Continue to engage and communicate with nearby residents and businesses to provide advanced notice of noise and vibration causing activities.



Image: Example of a construction noise monitor. Source: AECOM 2017



Photo: Vibration monitor. Source: AECOM 2017

Operational Noise and Vibration

Noise modelling and vibration analyses were completed to predict potential impacts during operations of the Ontario Line and identify mitigation solutions to best manage any impacts.

Measures to manage operational noise and vibration

- Use vibration isolation methods for underground tunnel design to ensure levels remain below perceptible thresholds (e.g.: mass spring, floating slab at Minton Place portal and crossovers).
- Install noise barriers along the elevated guideway and in public facing areas of the maintenance and storage facility along Overlea Boulevard.
- Consult with the community and stakeholders on design elements for the public facing noise barriers and public realm.



Image is for illustrative purposes only and does not reflect the actual design of the elevated guideway near the MSF. Source: AECOM

->>> METROLINX

Cultural Heritage Resources

Metrolinx is working to reduce impacts of the Ontario Line to heritage properties and landscapes, including developing designs that integrate the new subway with nearby cultural and heritage features.

Measures to reduce impacts to heritage resources

- Avoiding existing buildings is the preferred measure to reduce impacts as seen at the Ontario Science Centre, Royal Bank building, Don Mills United Church and Cemetery, and others.
- Where impacts are unavoidable, Metrolinx will collaborate closely with the City of Toronto and Ministry of Heritage, Sport, Tourism and Culture Industries to document and salvage heritage attributes, establish an interpretation and commemoration framework, as well as design nearby Ontario Line infrastructure in a compatible manner.
- Monitor vibration levels during construction where heritage resources are within the vibration zone of influence to inform adaptive management.



Photo of Ontario Science Centre. Source: torontopubliclibrary.ca



Photo of kiln ruins (left) and commemorative plaque (right) which form part of the Don Valley Paper Company Middle Mill. Source: torontopubliclibrary.ca

Archaeological Resources

Metrolinx is committed to proactively assessing and conserving archaeological resources prior to and during construction.

A desktop archaeological assessment has been completed, clearing 67% of the study area north of Gerrard Street of potential for archaeological resources. No archaeological resources have been identified yet within this area. Further assessments will be conducted prior to construction in areas containing archaeological potential in collaboration with Indigenous Nations.

Minimizing disturbance at archaeological sites

Archaeological resources discovered before construction will be assessed, documented, and mitigated (e.g..: excavated or avoided) by a licensed archaeologist to avoid potential damage.

If archaeological resources are discovered during construction, work will stop until a licensed archaeologist can assess and determine the safest approach to document and mitigate.



Photo of an archaeological survey in progress. Source: Metrolinx

Socio-Economic Considerations

Metrolinx is committed to managing and limiting potential effects during construction, while working with the community to mitigate land-use requirements.

Alleviating Impacts on Businesses and the Community

- Maintain access to property, street and facility parking and outdoor recreational spaces during construction. When regular access cannot be maintained, provide alternative access and signage.
- Continue coordination with the City of Toronto to promote the integration of stations with existing parkland and open spaces.
- Reconnect trails or provide alternate routing and restore parkland once construction is complete.
- Reduce the visual effects of bridges, the elevated guideway and the MSF with design and building materials.
- Engagement with the City and communities about the future public realm (i.e., public space under the guideway, parkette and lookout signage at Minton Place).



Photo of Pape Avenue, south of Gowan Avenue. Source: AECOM, 2020.



View looking east from Don Mills Road toward Flemingdon Park. Source: AECOM, 2020.

Traffic and Transportation

Construction will be carried out in a safe manner and work sites kept separate from the public, by diverting pedestrian and vehicular traffic around work zones, and using effective wayfinding.

Approach to maintaining traffic flow

- Construction at Pape and Cosburn Stations will aim to avoid main thoroughfare routes, minimizing disruptions to traffic in the area.
- The crossover construction near Sammon Avenue will be planned and staged to minimize the duration of traffic diversions.
- The elevated guideway will be constructed adjacent to main routes where feasible, avoiding major disruptions to Overlea Boulevard and Don Mills Road.
- A grade separation will be constructed at Beth Nealson Drive with traffic temporarily rerouted from the work zone.
- Bus terminals at Pape and Science Centre stations will remain operational throughout construction to avoid any service disruptions.



Photo of traffic signage. Source: Metrolinx

Natural Environment - Preserving Trees in the Don Valley

In preparation for construction of the Ontario Line, some trees and vegetation will be protected, and others must be removed.

Measures to manage trees and the natural environment

- Tree removals within the construction footprint are required to maintain a safe work zone and will be minimized to the extent possible.
- Remaining trees will be protected using fencing/barriers.
- The area will be assessed to identify any Species at Risk and measures put in place to minimize impacts prior to construction.
- Areas disturbed during construction will be restored by promoting pollinator species, habitat and compensation.
- Trees will be replaced based on City by-law requirements and the Metrolinx Vegetation Guideline (2020), which compensates for more trees in designated natural areas than are removed.



Natural Environment - Protecting the Don River

Metrolinx is committed to protecting and maintaining the aquatic integrity of the Don River and its tributaries. Clear span bridges are planned to avoid permanent in-water impacts.

Measures to protect the Don River during construction

- Setbacks will be established during design and maintained throughout construction for equipment and materials.
- Erosion and sediment controls will be implemented in advance and regularly inspected during construction to ensure effectiveness.
- Close collaboration with the Toronto Regional Conservation Authority to confirm potential impacts and approaches to working within the existing floodplain.
- The in-water works at Walmsley Brook will adhere to Fisheries and Oceans Canada guidance and comply with the applicable timing windows.



Photo of the Don River near the Don Valley Parkway. Source: Stantec

Protecting Soil and Groundwater

Metrolinx will endeavor to identify, assess and protect important surface and underground features to minimize potential impacts during construction.

Managing impacts on soil and groundwater during construction

- Environmental Site Assessments will be completed for areas of potential environmental concern prior to construction to identify contaminants and inform remediation where applicable.
- Proper handling and disposal of all excavated materials during construction.
- Minimize construction dewatering and ensure discharge is treated or properly disposed to avoid potential effects on natural features.
- Develop monitoring and site-specific mitigation plans to avoid impacts on existing groundwater sources.



Photo of Don Valley. Source: Stantec.

Air Quality

The Ontario Line will provide long-term improvements to local air quality and reduce greenhouse gas emissions once in operation.

Temporary construction impacts may include dust, vehicle emissions and odors. Mitigation measures will be applied to construction sites to limit the potential for off-site impacts.

Measures to protect air quality during construction will include:

- Application of dust suppressants
- Use of wind barriers and mud mats
- Equipment washing at entry/exit points
- No-idling policy
- Covering of stockpiles and tarping of trucks delivering soil
- Continuous dust and emissions monitoring to verify mitigation effectiveness



Photo of air quality monitoring equipment. Source: Stantec

Review and Comment On the Draft Environmental Impact Assessment Report

The Draft Environmental Impact Assessment Report is available for review on Metrolinx's Ontario Line webpage (www.metrolinx.com/ontarioline)

You can download the report and provide your input from **February 7 to March 9, 2022.**

In April 2022, the *Final Environmental Impact Report* will be published, following the Minister of the Environment, Conservation and Parks review and Statement of Completion.



Property Details

Property Details

If Metrolinx confirms that a property is needed, the property owner will receive written notification stating this. Letters have been provided to impacted property owners for the following reasons:

- Acquire the entire property or a portion of the property permanently
 - Property is required to construct one or more of the planned infrastructure elements. These elements include but are not limited to: station entrances; emergency exit buildings; ventilation systems; power substations
- Underground tunnel and easement (permanent)
 - Below grade property area required for the subway tunnel and/or underground structures
- Permanent support / easement surrounding the tunnel
 - An easement is the right to cross or use land for a specified purpose and is a right of use, not ownership. Below-grade easements on either side of a subway tunnel are required as a buffer zone.
- Temporary use of the land during construction
 - Any portion of a property that is required for a temporary easement during construction will be restored to its pre-existing condition once construction is complete.
- If you have any questions about the letter you have received or about your particular property, please follow up with the Metrolinx contact included in your letter or at <u>OntarioLine@Metrolinx.com</u> or 416-202-5150

Property Details

- If Metrolinx requires your property or a portion of your property, Metrolinx will arrange to meet (either by phone, virtually, or in person) the property owner to answer any questions, including how much property is needed and why, how the acquisition process works, and expected timelines.
- Multiple meetings will take place throughout the property acquisition process to ensure property owners have the information and support needed.
- Metrolinx prefers to enter into direct negotiations with owners, with the goal of reaching amicable agreements.
- Whether a portion of a property is required or the entire property, the property owner will be compensated.
- In all cases, property owners are compensated for their property at a price they could expect through a sale at fair market value.
- In cases where property is returned to an owner after construction, Metrolinx ensures it is restored to its preconstruction state or better.

If you have any questions about the letter you have received or about your particular property, please follow up with the Metrolinx contact included in your letter or at <u>OntarioLine@Metrolinx.com</u> or 416-202-5150.

What to expect in 2022

2022 Project Highlights

Winter 2022

West Don Crossing

Ongoing surveys + investigations

Tree protection and removals

Geotechnical investigations

Spring and Summer 2022

Don Valley, Walmsley Brook, and West Don Crossings

Ongoing surveys + investigations

Archeological work

Fall and Late Winter 2022

Don Valley, Walmsley Brook, and West Don Crossings

Tree protection and removals

Soil stabilization

Geotechnical investigations

Sanitary sewer relocation

Timelines are subject to change.



Keeping You Informed

Contact us

Your feedback is vital in helping us to move the Ontario Line forward in a way that strengthens the community. We are grateful for your input.

To stay up to date on upcoming virtual events and the latest Ontario Line news, sign up for our e-newsletter at Metrolinx.com/OntarioLine.







OntarioLine@Metrolinx.com

416-202-5100

Metrolinx.com/OntarioLine



#