

# **Appendix C5**

## **Stakeholder Consultation and Correspondence Record**

## **Community Stakeholders and Groups**

- **Aboriginal Labour Force Development Circle**
- **Aboriginal Legal Services**
- **Anishnawbe Health Toronto**
- **Association for Native Development in the Performing and Visual Arts**
- **Building Roots**
- **Campbell House Museum**
- **CF Toronto Eaton Centre**
- **Chinatown Business Improvement Area (BIA)**
- **Community Living Toronto**
- **Corktown Residents and Business Association**
- **Distillery Historic District**
- **Don Mills Residents Inc.**



## **Community Stakeholders and Groups**

- **Don Valley Community Legal Services**
- **Downtown Yonge BIA**
- **Flemingdon Health Centre**
- **Fork York Neighbourhood Association**
- **Friends of Flemingdon Park**
- **Gabriel Dumont Institute**
- **Garden District Residents Association**
- **Gooderham and Worts Neighbourhood Association**
- **Grange Community Association**
- **Green Communities Canada**

## **Community Stakeholders and Groups**

- **Lakeshore East Community Advisory Committee (CAC)**
- **Liberty Village BIA**
- **Liberty Village Residents Association**
- **March of Dimes Canada**
- **Miziwe Biik Aboriginal Employment & Training**
- **Native Canadian Centre of Toronto**
- **Native Men's Residence**
- **Native Women's Resource Centre**
- **Nishnawbe Homes**
- **Ontario Aboriginal HIV/AIDS Strategy**
- **Pape Area Concerned Citizens for Transit**

## **Community Stakeholders and Groups**

- **Pape Village BIA**
- **Queen Street West BIA**
- **Riverside BIA**
- **Sisters of St. Joseph Toronto**
- **St. Lawrence Market  
Neighbourhood BIA**
- **St. Lawrence Neighbourhood  
Association**
- **The 519**
- **The Bentway Conservancy**
- **The Friends of Fort York and  
Garrison Common**
- **The Neighbourhood  
Organization (TNO)**
- **Thorncliffe Park Community  
Association**

## **Community Stakeholders and Groups**

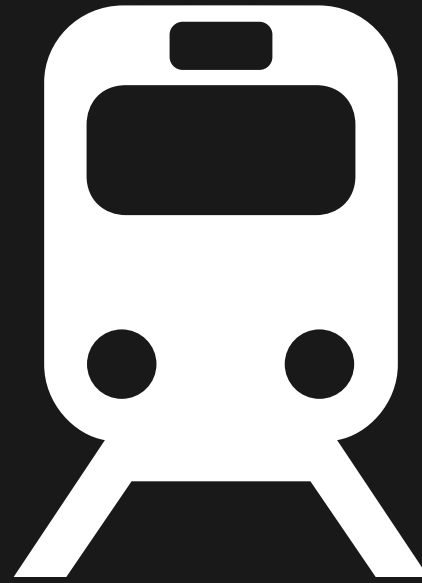
- **Thorncliffe Park Women's Committee**
- **Thorncliffe Soccer Club**
- **Toronto Aboriginal Support Services Council**
- **Toronto and York Region Métis Council**
- **Toronto Community Housing**
- **Toronto Council Fire Native Cultural Centre**
- **Toronto Entertainment District BIA**
- **Toronto Entertainment District Residents Association**
- **Toronto Financial District BIA**
- **Toronto Inuit Association**
- **United Way of Greater Toronto**

## **Community Stakeholders and Groups**

- **West Don Lands Committee**
- **Wigwamen**
- **WoodGreen Community Services**
- **Wynford-Concord Residents Association**
- **YMCA of Greater Toronto**
- **2-Spirited People of the 1st Nations**

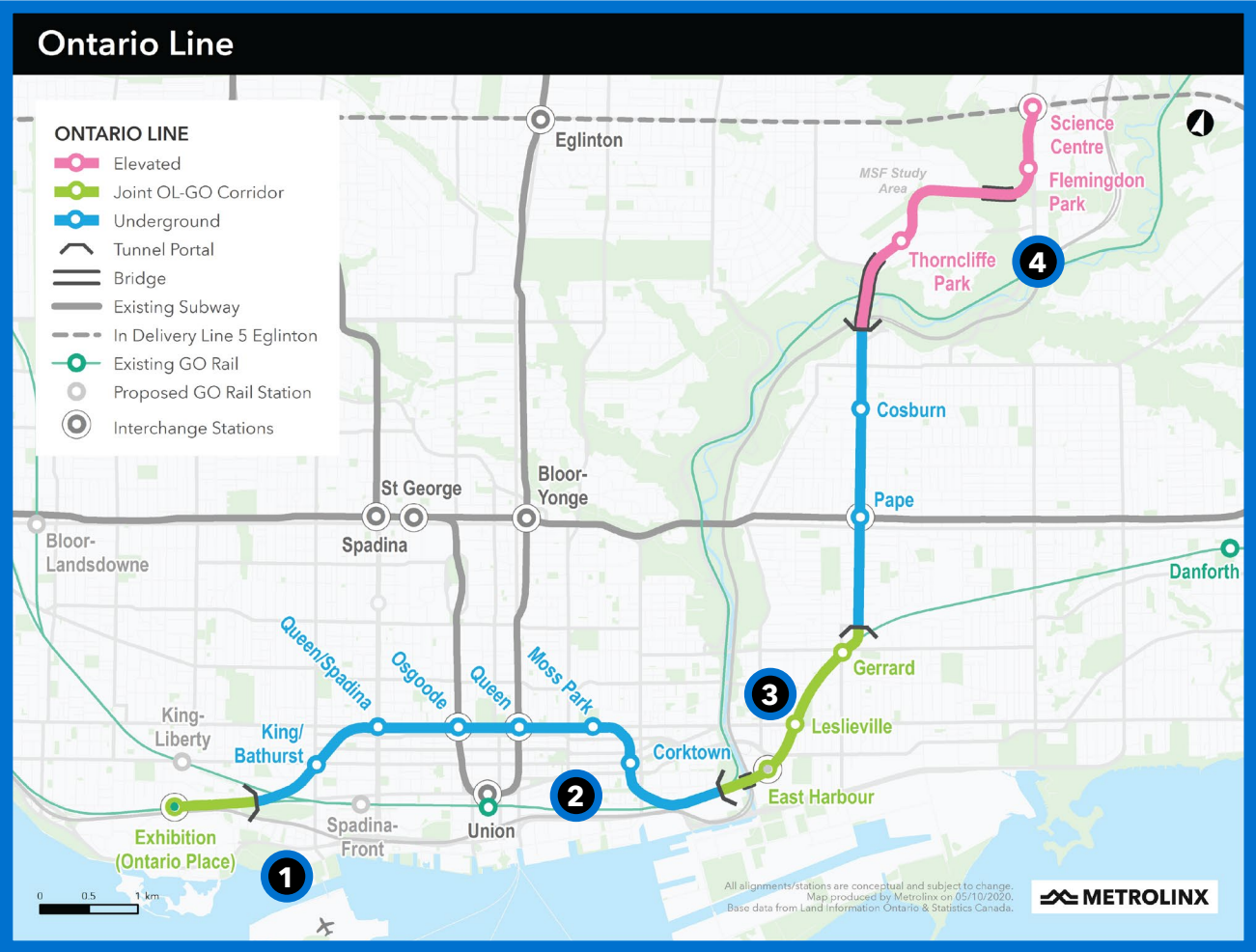
## **Community Stakeholders and Groups**

- **Meeting Materials**



# The Ontario Line

# The Ontario Line



**1 West**  
(Exhibition to Queen/Spadina)

**2 Downtown**  
(Osgoode to Don Yard)

**3 East**  
(East Harbour to Pape South)

**4 North**  
(Pape to Science Centre)



Announced by the Province of Ontario in 2019, the proposed Ontario Line is one of four priority subway projects Metrolinx is leading for the Greater Toronto and Hamilton Area (GTHA). The line will be the largest single expansion in Toronto’s subway history, helping to ease congestion on existing transit lines throughout the city and bring transit to underserved neighbourhoods.

The proposed Ontario Line will bring 15.5 kilometres of much-needed subway service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day.

Number of proposed stations	15
Number of connections to other transit options	17 <ul style="list-style-type: none"><li>3 GO Lines</li><li>4 connections to Line 1, 2 and 5 (Eglinton Crosstown)</li><li>Connections to streetcar lines at 10 Ontario Line stations</li></ul>
Approximate number of route kilometres	15.5 km
Ridership	389,000 daily boardings
Frequency	As frequent as every 90 seconds
Access to transit	154,000 more people within walking distance to transit
Access to jobs	53,000 more jobs accessible in 45 minutes or less for Toronto residents





**Faster Commutes**

The Ontario Line will make it much faster to travel across the city.

- From Thorncliffe Park, a commute to the heart of downtown would be 25 minutes instead of the current 42.
- It will take five minutes less to get from Pape Station to Queen Station, from 18 minutes today to 13 on the Ontario Line.

**Travel Times Between  
Thorncliffe Park &  
Downtown**

 **Now: 42 Minutes**

 **Future: 25 Minutes**

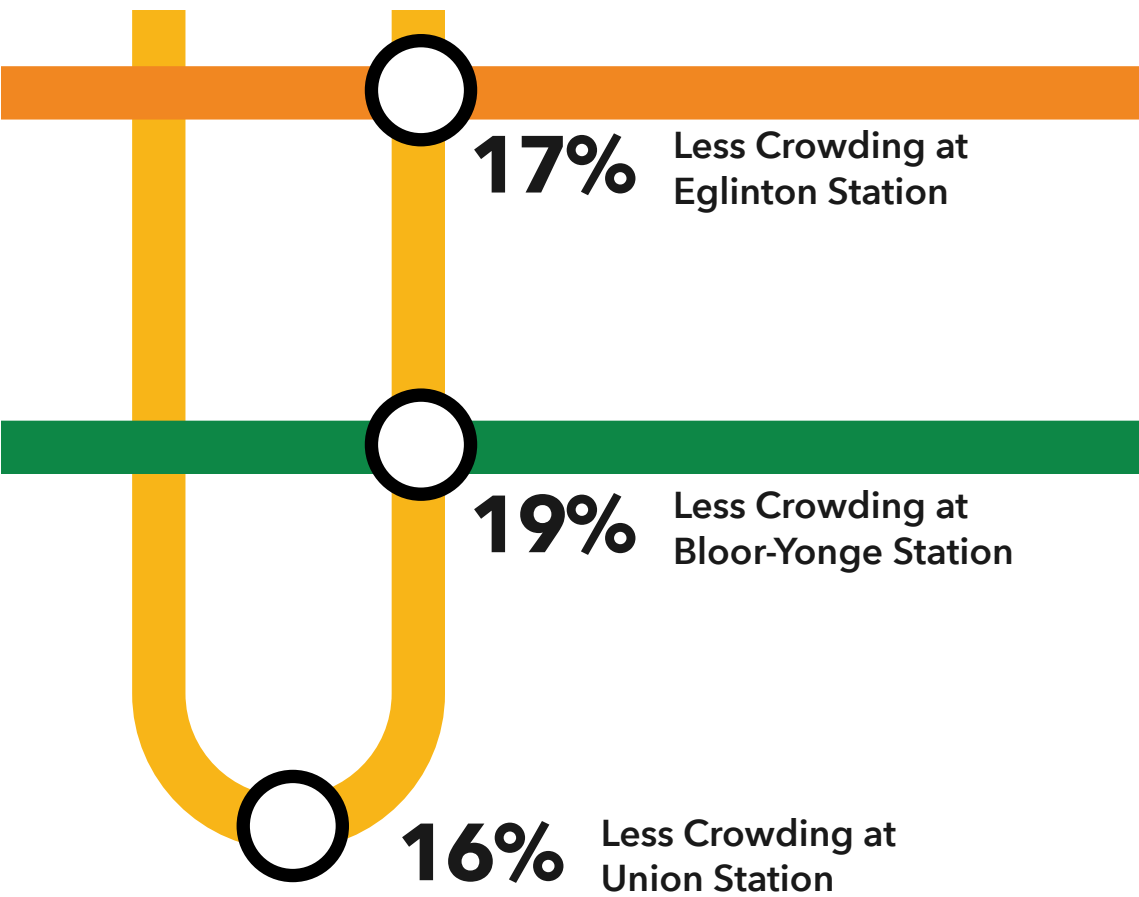
**Travel Times Between  
Pape & Queen**

 **Now: 18 Minutes**

 **Future: 13 Minutes**

**Less Crowding**

The Ontario Line could reduce crowding by as much as 15% on the busiest stretch of the TTC's Line 1. It would significantly reduce crowding at numerous stations across the network, including the following key transfer points.




# Your Feedback

We know that good transit planning involves the community, and that better decisions are made when different views are considered. Collecting feedback from the community at key project milestones is an important part of the process and helps inform decision-making.


Download the [Ontario Line Engagement Summary Report](#) to find out more about the concerns, questions and requests made in the January and February 2020 public open houses.

## You told us that you'd like to know more about:




### Budget, Costs & Timelines

- Metrolinx and Infrastructure Ontario (IO) are moving the Government of Ontario's Subway Program forward under an initial budget of \$28.5 billion
- The Initial Business Case (IBC) estimates capital costs for Ontario Line to be between \$8.7 and \$10.5 billion
- Find out more: [Procurement](#)




### Engagement Process

- By engaging with the public, Metrolinx can share progress on its plans for the Ontario Line and secure feedback that is considered along with other inputs such as technical feasibility and costs to refine the path forward
- Find out more: [Your Feedback](#)




### Environment & Community Impacts

- Metrolinx is committed to minimizing and managing the effects of noise and vibration on its neighbours - during both construction and operations
- Find out more: [The Environment](#)



### Technology Used for the Ontario Line

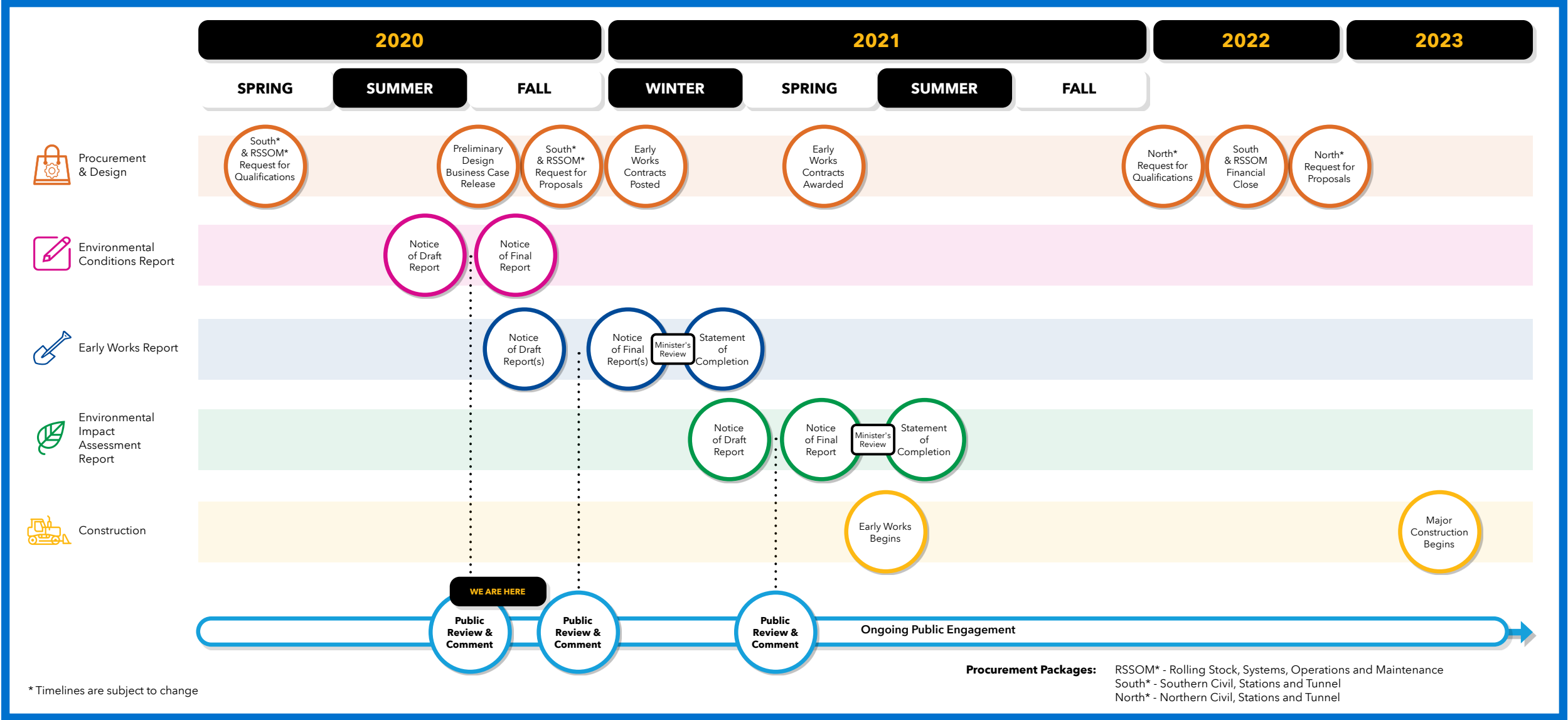
- The Ontario Line is expected to feature modern, automated trains like the ones used in Vancouver, London, Paris and Singapore. This technology could allow for a higher frequency of service (up to 40 trains per hour) with as little as 90 seconds in between trains
- Find out more: [Trains & Technology](#)



### Alignment & Stations

- The Ontario Line will feature a mix of underground, ground-level and elevated tracks
- Using the GO corridor will allow people to more easily connect between GO and TTC services that will both be accessible by street level, saving time compared to connections that would lead people into deep underground stations
- Find out more: [Construction](#)

# Timeline



# Procurement Updates

Metrolinx is committed to delivering the Ontario Line through a Public-Private Partnership (P3) that is cost-effective, efficient and accountable. P3s are an innovative way of financing and procuring large, public infrastructure projects. P3s make the best use of private sector resources and expertise and transfer project risks to the private sector, which is accountable for providing on-time, on-budget project delivery.

The Ontario Line is being delivered as three separate P3 procurement contracts: one rolling stock, systems, operations and maintenance contract for the nearly 16 kilometre line and two separate civil, stations and tunnel contracts - one for the southern segment and one for the northern segment of the line. The schedules for each contract will be aligned to allow for a single in-service date for the Ontario Line.



## Where are we in the procurement process?

On June 2, 2020, Metrolinx and Infrastructure Ontario (IO) issued the first two Requests for Qualifications (RFQ) for the Ontario Line project. This is the first step in selecting the teams who will be responsible for construction. IO and Metrolinx will evaluate RFQ submissions. Teams that possess the relevant experience and capacity to deliver each project will be shortlisted and invited to respond to a Request for Proposals in fall 2020.

The Northern Civil, Stations and Tunnels Request for Qualification is anticipated to be issued in 2022.

# What are the procurement packages?



- 1** The **Rolling Stock, Systems, Operations and Maintenance** (RSSOM) package is a 30-year-term contract to design-build-finance-operate-maintain the entire Ontario Line. This contractor will work collaboratively with the TTC and integrate fare equipment with the PRESTO system. The TTC will be responsible for day-to-day operations as they relate to customer-facing activities such as fare enforcement and network transit control.
  - **Rolling Stock:** design, supply, operation and maintenance of the trains
  - **Systems:** design, build, operation and maintenance of all track, communications and train control systems
  - **Operations and Maintenance:** design, build, operation and maintenance of the operations, maintenance and storage facility (where the trains are stored); the operations control centre (where staff control train operations and are connected to TTC and GO Transit systems); and the backup operations control centre
- 2** The **Southern Civil, Stations and Tunnel** package is a design-build-finance contract for the southern segment of the Ontario Line, from Exhibition/Ontario Place to the Don Yard portal (west of the Don River).

**Civil:** ground works required to build the tunnels and stations; utility and conduit works to prepare for the RSSOM mechanical and electrical systems; guideway structures and facilities to prepare for the track structure to be installed by the RSSOM contractor.

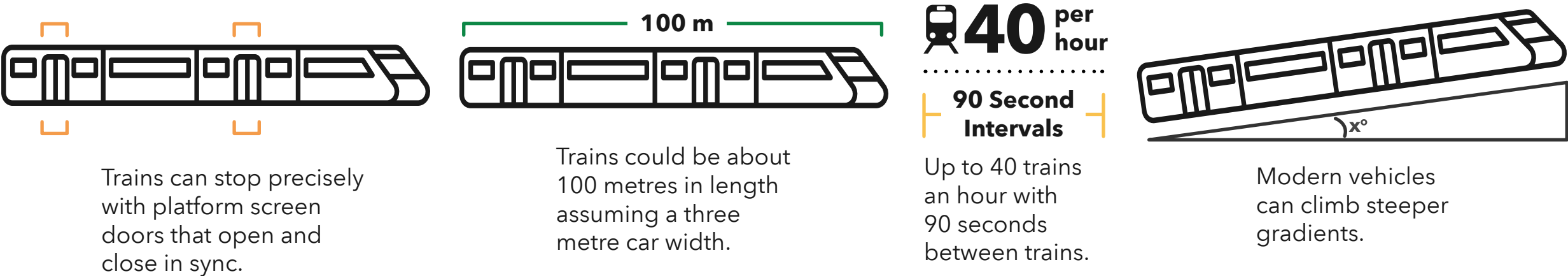
**Stations:** one above-ground station to be integrated with the existing GO Transit Exhibition Station; two underground stations to be integrated with the existing TTC Osgoode and Queen subway stations; four new underground stations (King/Bathurst, Queen/Spadina, Moss Park, Corktown).

**Tunnel:** a six-kilometre tunnel and all associated tunneling work from Exhibition to Don Yard portal (west of Don River).
- 3** The **Northern Civil, Stations and Tunnel** contract scope will be defined in the Requests for Qualification when it is issued. The anticipated scope includes seven stations, a three-kilometre tunnel, two portals and the associated approach structures, bridges and elevated guideways.

In addition to the three main P3 contracts, there will also be a series of **early works** projects for bridge, track and other preparatory activities to help advance the delivery of the Ontario Line. Early works will mostly occur along the joint rail corridor where the Ontario Line will operate next to existing GO Transit rail services, including at Exhibition Station.

# Trains & Technology

The Ontario Line will deliver better, faster, more reliable and more frequent service using technology that has been proven and adopted by subway systems around the world. We expect the line to feature fully automated trains with modern signalling like the ones used in Vancouver, London, Paris, Shanghai and Singapore. These trains will be able to cycle through the system faster, and because of advances in vehicle design and rail technology, they will result in significantly less noise than what we are used to from the city’s current subway trains.



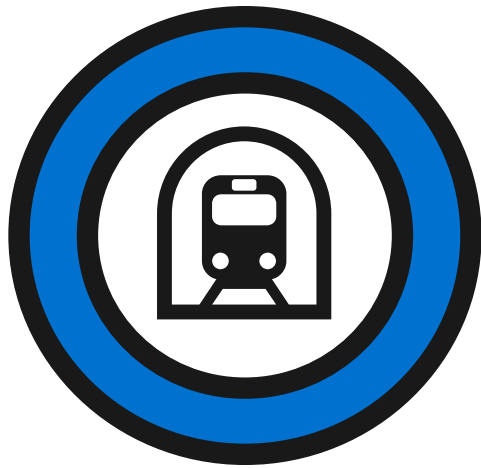
## Benefits of Automated Technology

- The use of designated waiting areas and precise stopping points for train doors allows for quicker, more efficient boarding times
- Doors on platforms increase safety and reduce the chances of debris and litter making its way on to the tracks
- Frequent service will allow more people to move quickly, safely and cost-effectively

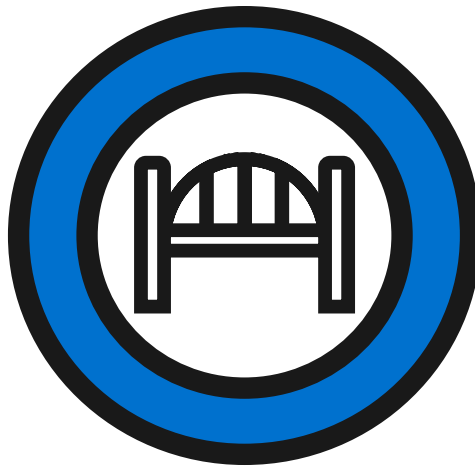
The exact vehicle used for the Ontario Line will be determined by the successful proponent for the Rolling Stock, Systems, Operations and Maintenance (RSSOM) contract, based on Metrolinx’s requirements.

# Construction

Building a subway in developed neighbourhoods across a large and busy city is a complex design and engineering undertaking. Here is some general information from other projects to help you understand what teams are considering while they develop more detailed plans for delivering the Ontario Line.



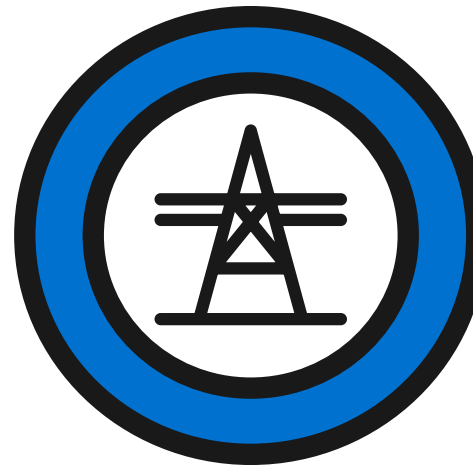
Subway Tunnel



Bridge Construction



Station Construction



Utility Works



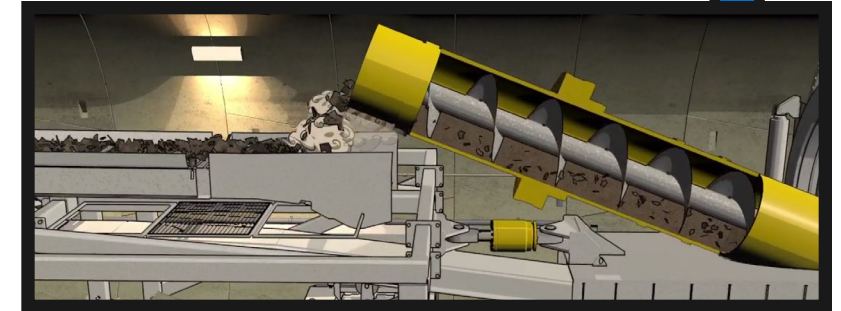
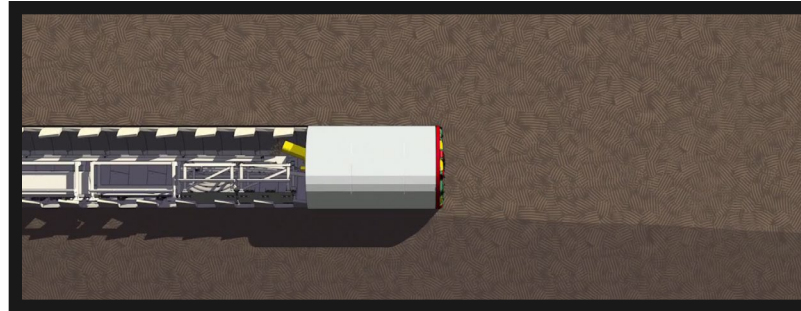
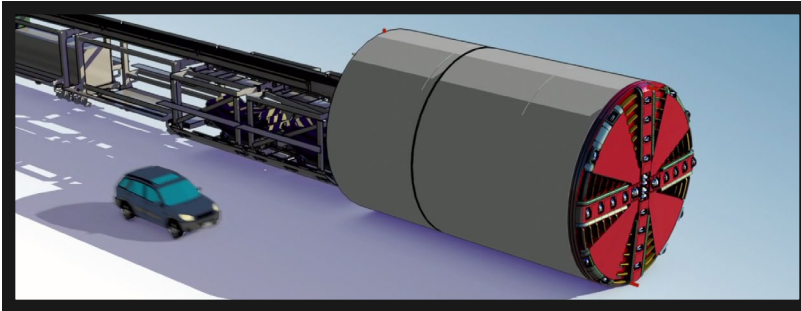
Impact Mitigation



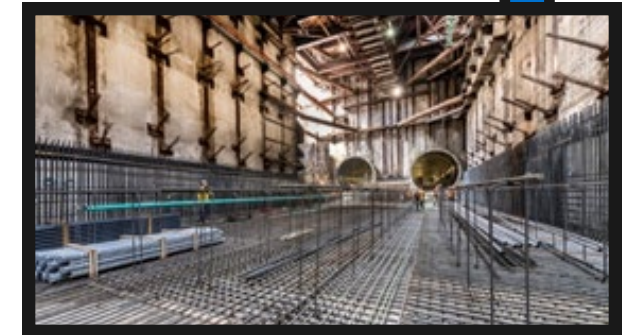
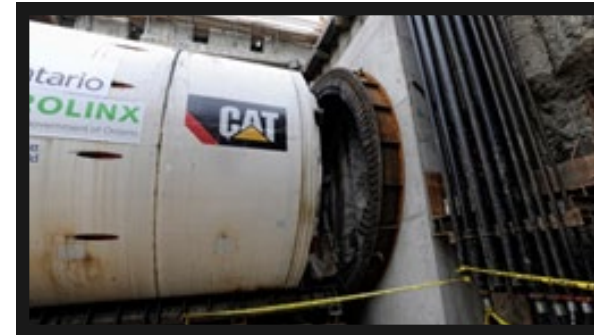
# How is a subway tunnel constructed?

Although the alignment will evolve throughout the detailed design process, the Ontario Line will use a mix of below-grade (tunnelled), at-grade (ground level) and above-grade (elevated) structures. Subway tunnels can be constructed using: tunnel boring, cut-and-cover and mining construction techniques.

Tunnel boring involves the use of a tunnel boring machine (TBM) for the tunnelling excavation process. As the tunnelling progresses, the excavated material is brought to the TBM site through the tunnel using bins mounted on rail cars or a conveyor system.



Cut-and-cover is used for shallow tunnels where a trench is excavated and then an overhead support system strong enough to carry the load of what is to be built above the tunnel is installed. Using the sequential excavation method, a 'roadheader' mines the tunnel in sections and a support canopy is installed simultaneously to keep the ground stable.



Once tunnelling between the stations is complete, the tunnel surfaces are finished and the tracks and electrical services are installed.



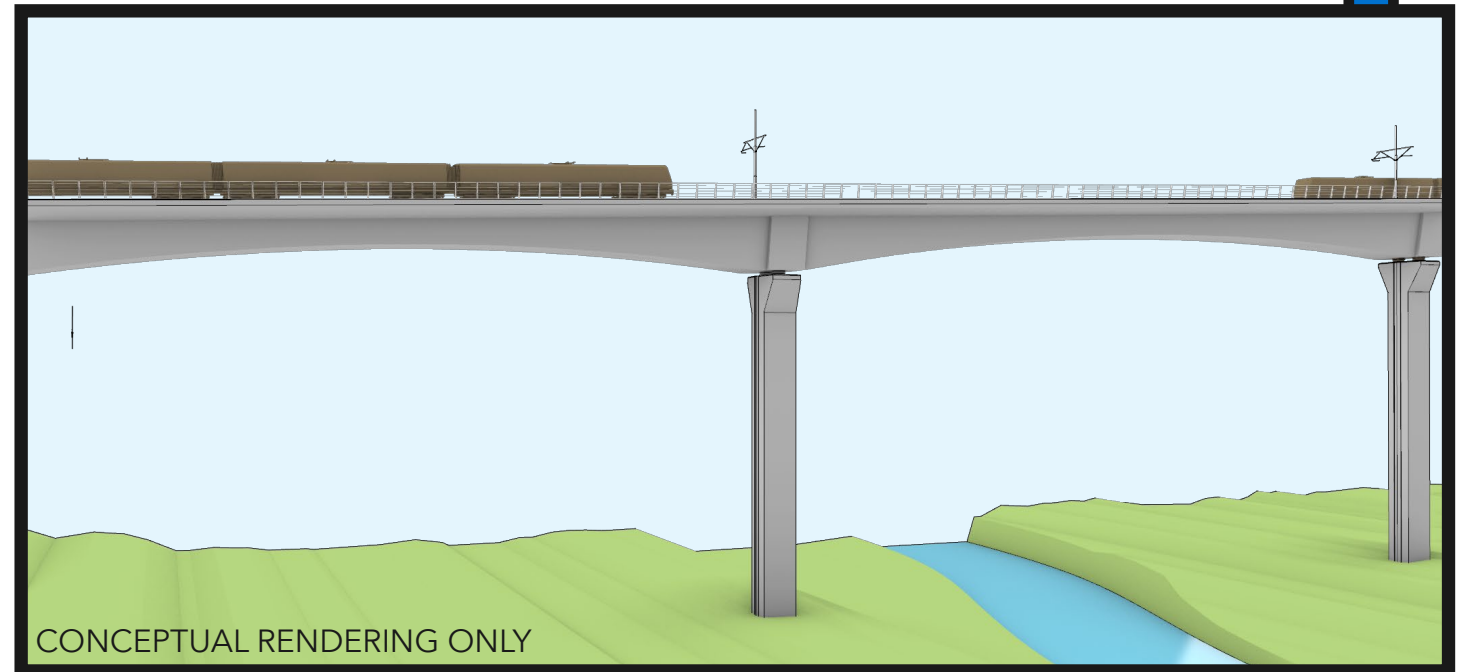


# How is a bridge constructed?

For certain portions of the elevated track, such as the section across the Don River, bridges must be built to minimize impacts on sensitive environmental areas below. To stand upright, bridges must balance forces of tension and compression, while carrying the load of the subway and resisting environmental forces. Tension is a pulling force. Compression is a pushing force. Bridges channel the forces into chords or horizontal segments and piers or towers.

First, a foundation is set into the ground for piers to be built upon. Then, towers are built upward from the base, complete with a support system to connect the towers, cables and abutments (ends of the bridge). Sections called 'superstructures' are then built from end to end at even intervals and secured to the support system.

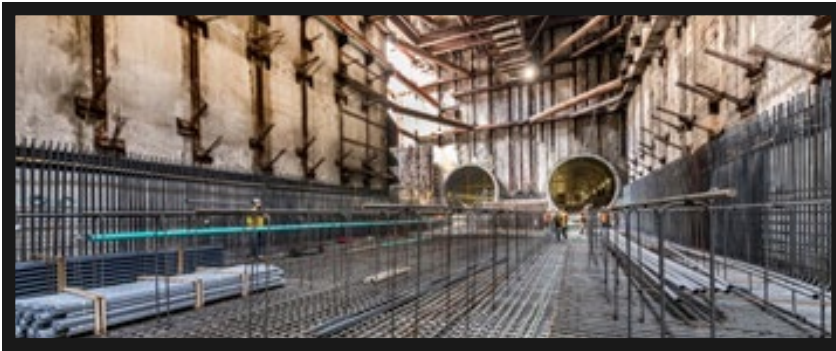
To complete the bridge, the deck/track surface is assembled and furnished with electrical and lighting systems. When all elements are complete, the bridge undergoes final testing to ensure it meets quality standards before operation.



# How are stations constructed?

Stations are designed considering the future customer needs and local neighbourhood environment. Metrolinx considers things like safety, accessibility, access to other transportation and transit, ridership and passenger experience. Whether it is above or below ground, constructing a station is a multi-step process.

Preparing an underground site for station construction typically begins by protecting or relocating any underground utilities such as power lines, water lines, sewers, gas pipes, cable/telephone lines and storm drains. If the station is being built under a street, a temporary concrete decking is installed once the area is excavated to establish a temporary street surface during construction. The next step is continued excavation and installation of shoring along the edges of the excavation for support. Once the foundation is complete, construction of the inside of the station begins.



Caledonia Station on Eglinton Crosstown rendering

All stations will have similar elements in the public areas such as architectural design treatments, information displays, lighting, signage, security monitoring devices and other design elements. At-grade stations are generally less expensive and quicker to construct because less time is spent excavating soil, meaning building can begin and end sooner than tunnelled stations.



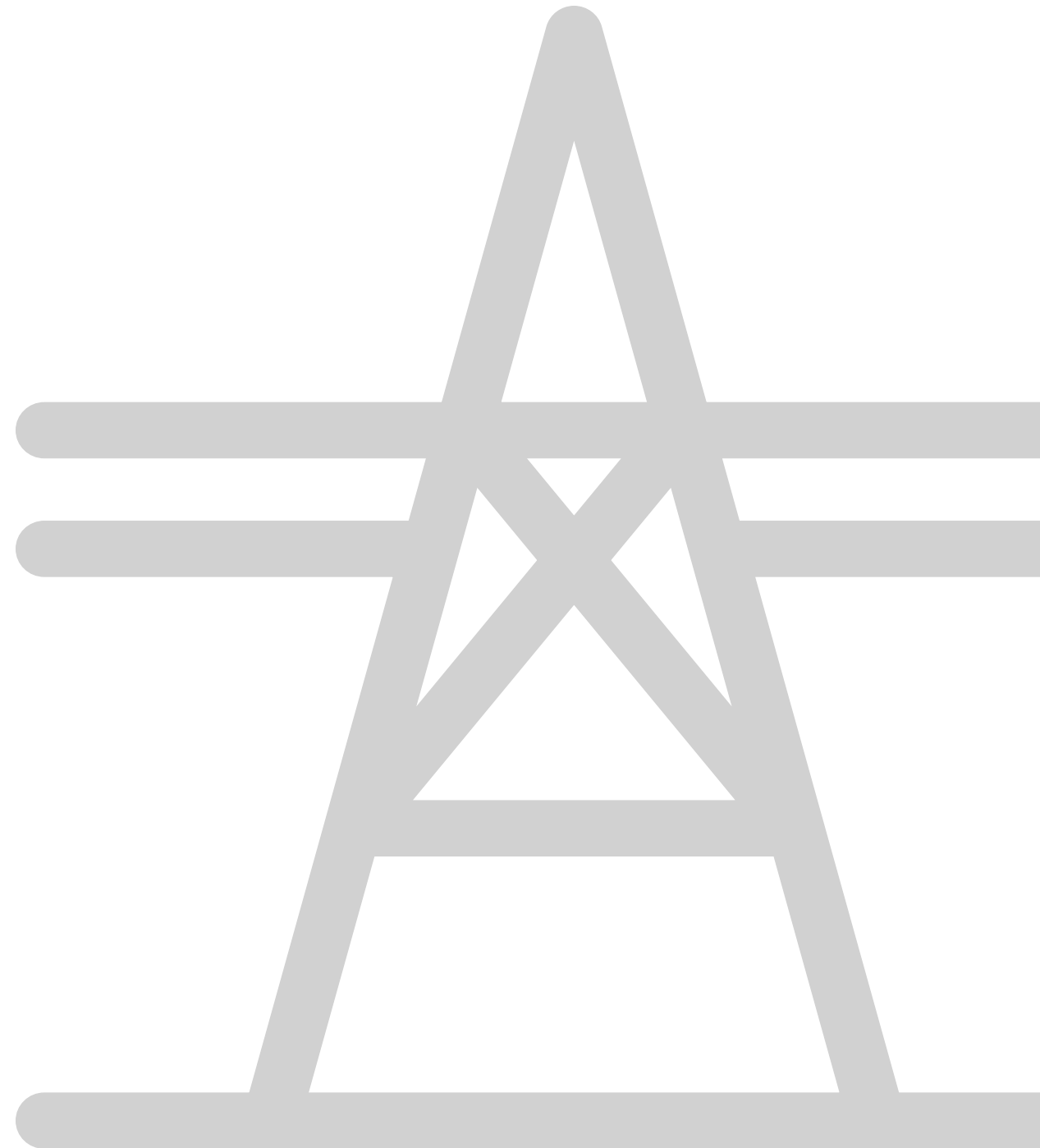
Burquitlam station is an attractive part of Vancouver's Evergreen Line.  
(Photo by Andrew Latreille, courtesy of Perkins&Will)

## Will utility works be required?

When conducting any construction, we must consider the infrastructure that is already in the area.

Construction can involve the removal, replacement, relocation and upgrading of utilities.

This means third party utility (e.g., gas, hydro and telecommunications) and city infrastructure (e.g., water, sanitary sewer and stormwater) may need to be relocated and in some cases upgraded to make room for the Ontario Line.



## Contact Us

Thank you for participating!

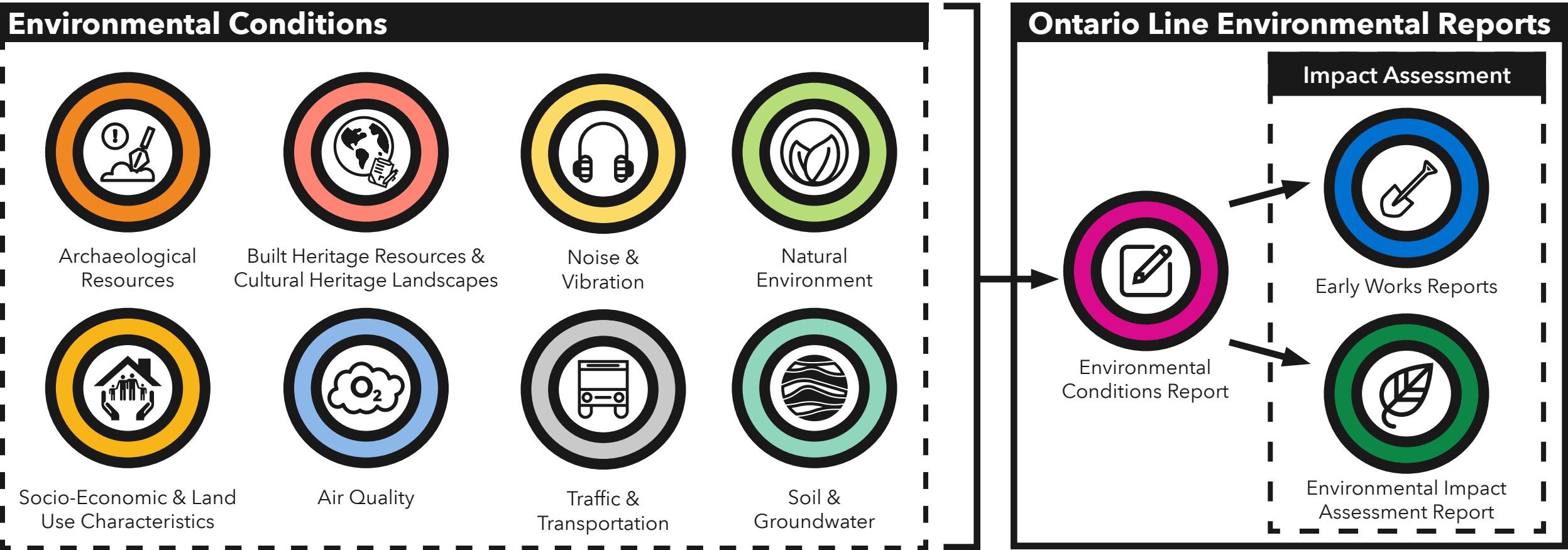
We appreciate the time you have taken to learn more about our plans and we value your opinions. Although public meetings are not possible at this time, we welcome your feedback.

Please submit your questions in our public forum under [Your Feedback](#) or by email ([ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)). You can also call us by phone at 416-202-5100 or email us and suggest a time for us to call you back.

You can submit comments on the Environmental Conditions Report by visiting the [Environment section](#).

# Environment

By its nature, providing reliable, safe and accessible public transportation brings environmental and social benefits. Metrolinx is committed to the preservation and protection of the environment, while working to provide an integrated and sustainable transportation system. To maintain strong environmental oversight, Metrolinx is conducting a thorough environmental assessment - including studying existing environmental conditions and completing an environmental impact assessment. The following section provides details on each of the environmental studies and reports shown in the diagram below.



# Environmental Assessment Process



Metrolinx is completing an environmental assessment (EA) in accordance with [Ontario Regulation 341/20: Ontario Line Project \(O. Reg. 341/20\) made under the Environmental Assessment Act](#). This regulation was available for public review from February 18, 2020 to March 19, 2020 on the [Environmental Registry of Ontario](#) and came into force on June 30, 2020.

## The regulation outlines a Project-specific EA process that includes:

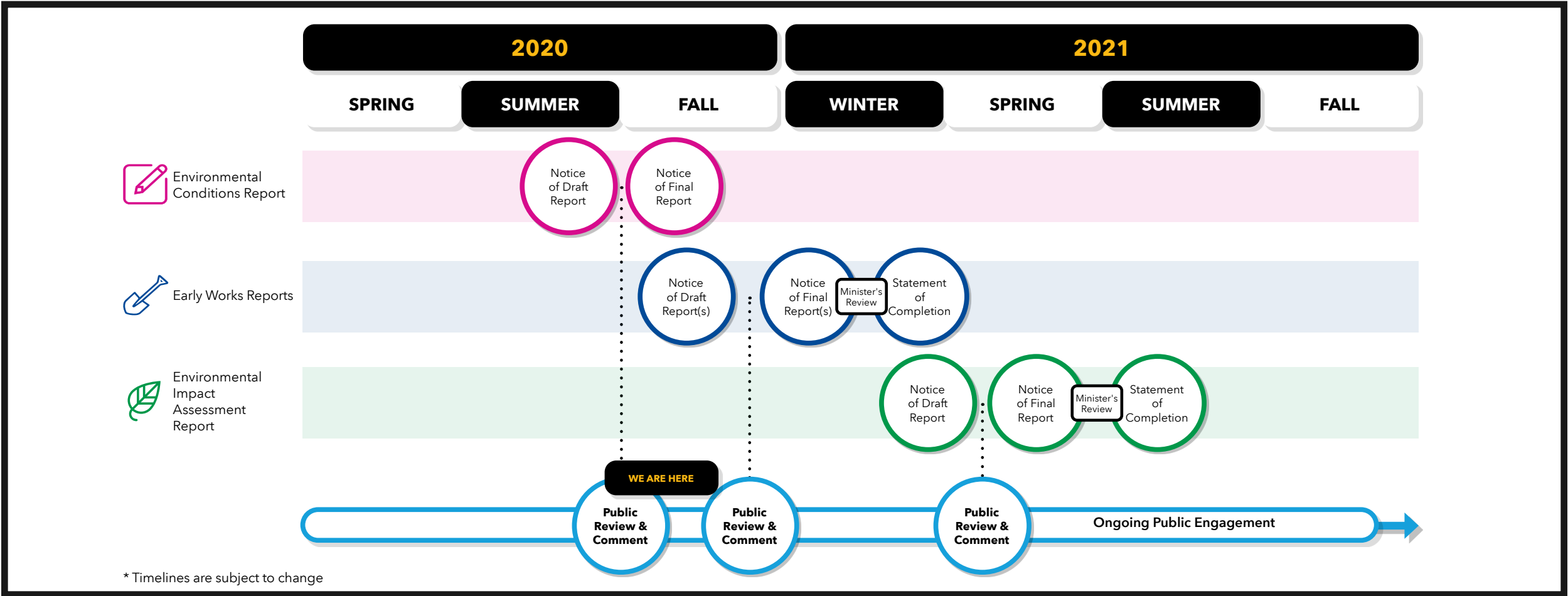
- Public, regulatory agency and Indigenous community notification and consultation
- An Environmental Conditions Report and an Environmental Impact Assessment Report
- An opportunity for Early Works Reports for assessment of works that are ready to proceed in advance of Environmental Impact Assessment Report completion
- Metrolinx addressing concerns through an issues resolution process

Find out more: [Environment](#)

# Ontario Line Environmental Reporting Timeline



In keeping with the process outlined in O. Reg. 341/20, Metrolinx is advancing Environmental Conditions, Early Works and Environmental Impact Assessment Reports.



# Environmental Conditions Report



The Environmental Conditions Report (ECR) characterizes environmental conditions within the Ontario Line study area through a combination of desktop review and field studies in accordance with industry standard techniques, protocols and guidelines.

**In accordance with O. Reg. 341/20, the [Draft Environmental Conditions Report](#) provides the following on the Ontario Line Project:**

- A statement of the purpose and a summary of background information
- A description of the Project
- A map showing the area studied
- A description of the local environmental conditions in the area studied
- A description of all studies undertaken
- A preliminary description of the potential impacts that the Project might have on the environment that have been identified to date and an indication of how those impacts will be studied and described in further detail in the Environmental Impact Assessment Report
- A description of any potential measures for mitigating any negative impacts that the Project might have on the environment
- A description of the future studies that will be carried out as part of the Environmental Impact Assessment Report to determine potential impacts to the environment caused by the Project and the potential measures for mitigating any negative impacts in respect of them
- A preliminary list of the potential municipal, provincial, federal or other approvals or permits that may be required for the Project
- A consultation record

As project planning and design advance, Metrolinx will complete and publish Early Works Reports and an Environmental Impact Assessment Report. Potential impacts and mitigation measures identified in the ECR will be confirmed and assessed within Early Works Reports and the Environmental Impact Assessment Report.

Those who wish to provide comments on the draft ECR must do so by October 17, 2020 through the [online feedback form](#) or by emailing [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)



# Environmental Impact Assessment Report



## Environmental Impact Assessment Report

Following finalization of the Environmental Conditions and Early Works Reports, a draft Environmental Impact Assessment Report will be made available for public review and comment. This report will include a final description of the Ontario Line Project, environmental impact evaluation results, mitigation measures, monitoring activities, potentially required permits and approvals and other components as outlined in O. Reg. 341/20.

Studies to support the Environmental Impact Assessment Report are currently underway. This Report is anticipated to be available for public review in early 2021.

# Early Works



Early works are components of the Ontario Line Project that are anticipated to be ready to proceed before completion of the Environmental Impact Assessment Report, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion, as defined in O. Reg. 341/20.

Early Works Reports will provide a description of the early works and alternatives considered, document local environmental conditions, and outline early works-specific environmental impacts, mitigation measures, monitoring activities, potentially required permits and approvals and other components.

Ontario Line early works are being advanced where the Project interfaces with other concurrently planned transit projects (i.e., GO Expansion) and where portions of the alignment run in parallel to the existing Lakeshore East and Lakeshore West GO rail corridors.

Advancing work in these areas provides planning, design and implementation efficiencies for the interfacing projects, and will facilitate timely implementation of the Ontario Line Project.

**At this time, the following Ontario Line early works are being planned:**

- Exhibition Station
- Lower Don Bridges
- Lakeshore East Joint Corridor

For more information on early works visit [Neighbourhood Updates](#).

# Early Works

Enabling early works anticipated to begin in 2021 include:

- **Exhibition Station** - new passenger tunnels; an extension to the existing passenger tunnel; a temporary pedestrian bridge; a new north platform and accompanying shift of the northern-most GO track; and, utility relocation and protection
- **Lower Don Bridges** - two bridges added to either side of the existing rail bridge, with space for tracks going in both directions
- **Lakeshore East Joint Corridor** - rail corridor expansion between Eastern Avenue and Logan Avenue to accommodate four GO rail tracks and two Ontario Line tracks, including: grading; installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate; relocation or protection of utilities; and, construction of new Ontario Line bridges on each side of the existing Queen, Dundas and Logan bridges



# Study Area

A broad study area was chosen to support flexibility in design. The Existing Conditions Report summarizes potential impacts and potential mitigation measures for consideration during project planning and design.

**The Ontario Line study area has been divided into three segments:**

- **Ontario Line West**  
(OLW - from approximately Dufferin Street to University Avenue)
- **Ontario Line South**  
(OLS - from University Avenue to Danforth Avenue)
- **Ontario Line North**  
(OLN - from Danforth Avenue to approximately Eglinton Avenue East)

As detailed design advances, potential impacts and mitigation measures will be confirmed. These details as well as supporting studies will be included in the Early Works Reports and/or Environmental Impact Assessment Report.



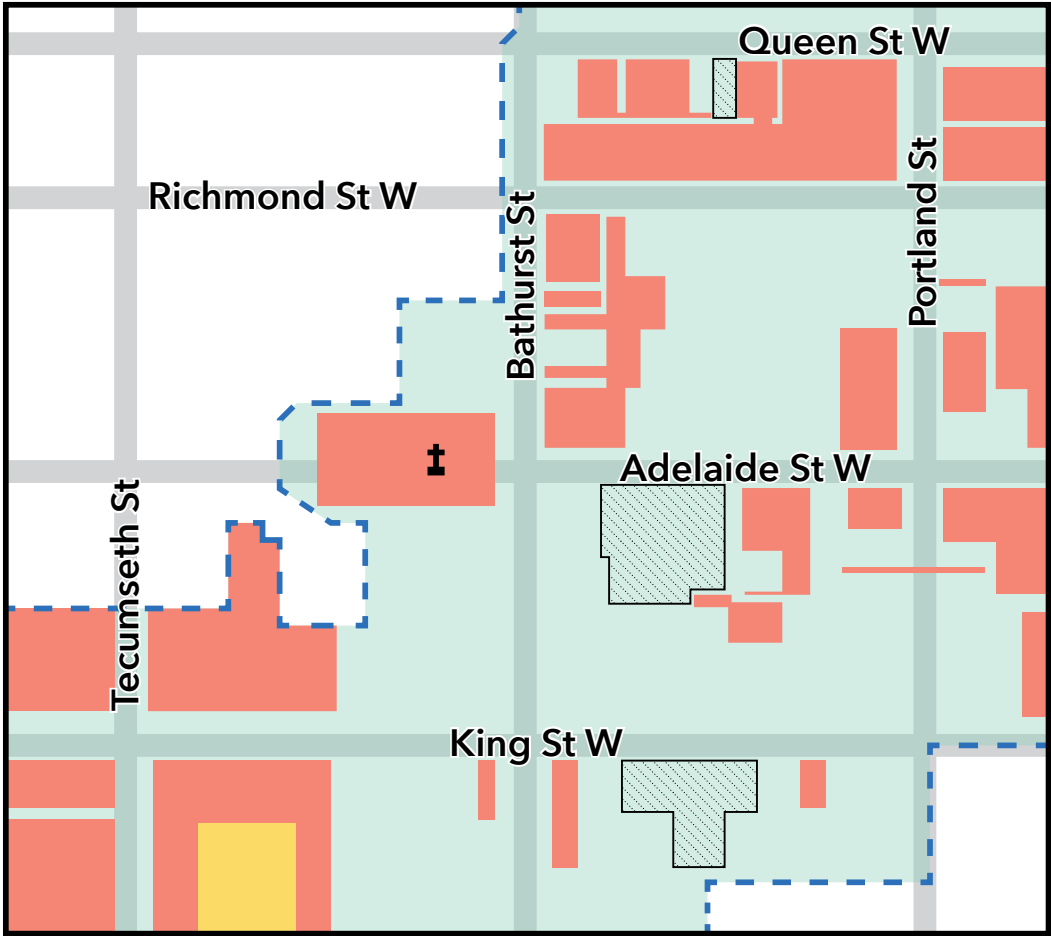
# Archaeological Resources



## Key Findings

The Study Area features several previously identified archaeological sites (12 in OLW, 9 in OLS, none in OLN). The Study Area also generally has high potential for recovering pre- and post-contact Indigenous and 19th Century Euro-Canadian archaeological resources, given proximity to water sources (e.g., Don River and Lake Ontario), soil texture and drainage, topography, and presence of early Euro-Canadian industries (e.g., William Davies Company and Joseph Simpson Knitting Mills), settlements and transportation routes (e.g., railways and early concession roads).

## Representative Results of Stage 1 Archaeological Assessment



### Legend

- Study Area
- Previously Assessed - Cleared of Archaeological Concerns
- Moderate to High Archaeological Potential - Test Pit Survey Required  
\*If impacts anticipated
- Moderate to High Archaeological Potential - Deeply Buried Potential Required  
\*If impacts anticipated
- Low Archaeological Potential - Future Research Required  
\*If impacts anticipated
- St. Mary's Church Cemetery Location

### Map:

The map shows Stage 1 Archaeological Assessment results for a segment of the study area approximately bound by King Street West, Queen Street West, Portland Street and Tecumseth Street.

# Archaeological Resources



## Methods

Stage 1 Archaeological Assessments were conducted to determine whether there are known or potential archaeological sites within the Study Area. A visual inspection was carried out, and the following historical and archaeological data were examined:

- Recent and historical maps of the Study Area
- Previous archaeological assessments within 50 metres of the Study Area
- The Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) Archaeological Sites Database
- Archaeological management plans or other archaeological potential mapping, where available

## Preliminary Potential Impacts & Mitigation Measures for Further Study

### Construction

#### Potential Impacts

- Potential for disturbance of archaeological resources

#### Potential Mitigation Measures

- If unexpected archaeological materials are encountered (or suspected), all work will stop. The site will be protected from impact until assessed by a licensed archaeologist as required

### Operations

- No impacts to archaeological resources are anticipated as a result of operations

### Future Studies

- Stage 2, 3 and/or 4 Archaeological Assessments will be completed for lands anticipated to be impacted as early as possible during detail design and prior to any ground disturbing activities, as required



# Noise & Vibration



## Key Findings

- Measured noise levels at representative noise-sensitive receptor locations within the Study Area are consistent with levels expected within a mix of urban and suburban areas, where road traffic and industry are the dominant noise sources. These noise measurements include a daytime range between 48 dBA<sup>1</sup> to 73 dBA and a nighttime range between 43 dBA and 70 dBA
- Typical ambient vibration levels measured at representative vibration-sensitive receptor locations within the study area range between 0.0067 mm/s<sup>2</sup> and 0.0644 mm/s<sup>2</sup> in theatres, 0.0826 mm/s (outdoor) at a recording studio and 0.016 mm/s in a hospital Magnetic Resonance Imaging (MRI) room. Current ambient vibration levels at these sensitive receptors are below the typical threshold of human perception
- Find out more: [Noise & Vibration Information Sheet](#)

<sup>1</sup>dBA refers to the noise level adjusted to how humans experience different frequencies. Typical ambient daytime noise levels – as experienced by humans – are 53 to 67 dBA in an urban area whereas a military jet take-off at 25 metres is 140 dBA.

<sup>2</sup>mm/s refers to ground-borne vibration velocity, where 0.1 mm/s is equivalent to 72 VdB or the approximate threshold for human annoyance, and 65 VdB (0.045 mm/s) is equivalent to the approximate threshold of human perception. VdB refers to the vibration level adjusted to how humans perceive vibration.

## Noise Monitoring Equipment located at Wardell Street



Image 1



Image 2

### Spotlight Case:

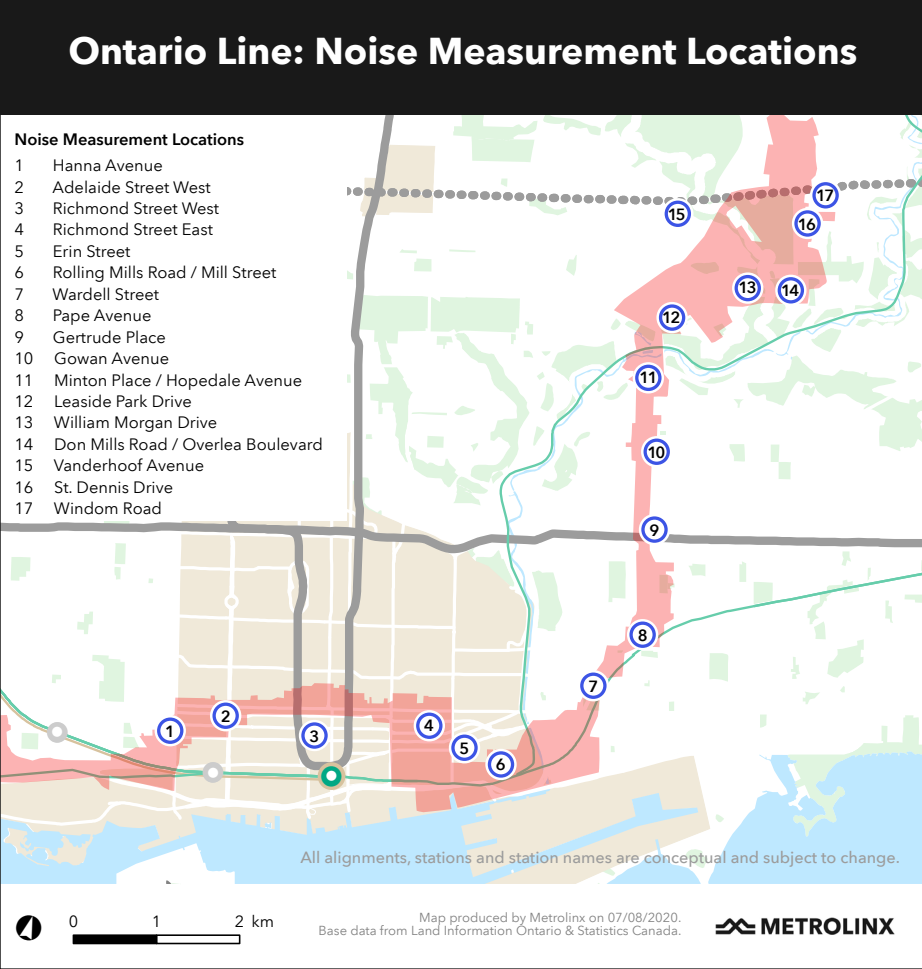
The 3M Quest SoundPro noise monitor displayed in Image 2 measured sound levels at locations in the Study Area. Image 1 shows the noise monitor in a protective case at Wardell Street. Noise monitors provide advanced sound level monitoring and comprehensive data analysis. Noise monitors typically consist of an electronic device, preamp, microphone, windscreen to reduce sound disturbances and a digital display to view real-time frequency analysis. Typically, monitors are left in place for a specified duration (for this project, five days). Measurements are saved at select fixed intervals (for this project, every 15 minutes) which are stored in the device and then can be used to process and evaluate noise levels. The measurement data collected are provided in the Environmental Conditions Report. These baseline monitoring data can provide a benchmark for comparison with project noise impacts, which are predicted through various measurement and modelling tools.

# Noise & Vibration



## Methods

Noise measurements were collected at 16 locations representative of noise sensitive receptors near the representative Initial Business Case (IBC) alignment. These locations - residential dwellings and places of worship - were selected based on proximity to the representative alignment and represent spaces and areas of human activity that are sensitive to noise.



Vibration measurements were collected at seven locations representative of vibration sensitive receptors near the representative IBC alignment. These locations - theatres, a recording studio and a hospital - were selected because they accommodate spaces and equipment that are potentially more sensitive to ground-borne noise and vibration than typical residential buildings.





# Noise & Vibration



## Preliminary Potential Impacts & Mitigation Measures for Further Study

Construction	Operations
<p><b>Potential Impacts</b></p> <ul style="list-style-type: none"><li>• Annoyance</li><li>• Sleep disturbance</li><li>• Interference with activities</li></ul>	
<p><b>Potential Mitigation Measures</b></p> <ul style="list-style-type: none"><li>• Use equipment with low vibration levels, enclosures and silencers, where possible</li><li>• Use construction equipment compliant with noise level specifications in MECP guidelines</li><li>• Implement temporary construction site noise barriers</li><li>• Off-site construction of components, where possible</li><li>• Restricting construction hours, where possible</li></ul>	<p><b>Potential Mitigation Measures</b></p> <ul style="list-style-type: none"><li>• Noise &amp; vibration reduction at the source (e.g., rail dampers, continuously welded rail, and quieter heating and ventilation)</li><li>• Noise walls</li><li>• Resiliently supported rail ties and high resilient fasteners</li><li>• Ballast mats or floating slabs</li></ul>
<p><b>Future Studies</b></p> <ul style="list-style-type: none"><li>• Additional noise and vibration measurements, as required</li><li>• Noise and vibration impact studies (stationary sources, rail and construction impact modelling)</li></ul>	

Find out more: [Noise & Vibration Information Sheet](#)



Long-term construction noise monitoring station, with solar power and remote telecommunications



Noise logger capturing ambient noise

# Built Heritage Resources & Cultural Heritage Landscapes



## Key Findings

During the cultural heritage existing conditions inventory work, 283 built heritage resources and cultural heritage landscapes, including Heritage Conservation Districts, were identified in the Study Area. Ontario Line West (OLW) has the most known, previously identified and potential heritage resources (139), followed by Ontario Line South (OLS) (121) and Ontario Line North (OLN) (23).

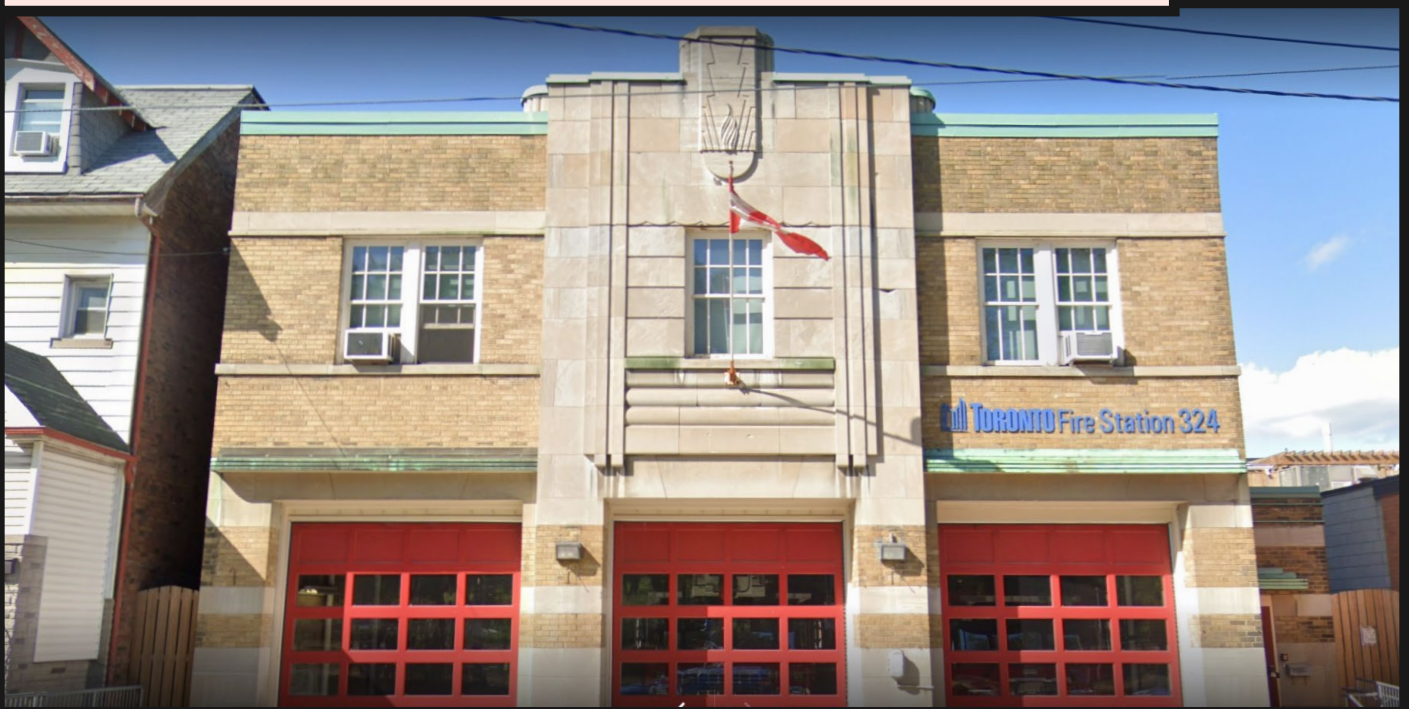
**Identified built heritage resources are mainly concentrated:**

- In OLW, in the Exhibition Place area and throughout the downtown areas along Queen Street West, Richmond Street West, Adelaide Street West, King Street West, and Wellington Street West
- In OLS, along Pape Avenue, in the Distillery District, and within the downtown area along Queen Street East, Adelaide Street East and King Street East
- In OLN, along Pape Avenue and at Eglinton Avenue East and Don Mills Road

**Notable built heritage resources and/or cultural heritage landscapes include:**

- In OLW, Exhibition Place and Fort York National Historic Site
- In OLS, Osgoode Hall, Old City Hall, Distillery District, Massey Hall and Trinity Square
- In OLN, Ontario Science Center and William Burgess Public School

## Toronto Fire Station #324



**Spotlight Case:**

Located on the north side of Gerrard Street East, west of Carlaw Avenue, Fire Station #324 is the only Toronto fire station built in the Art Deco style. Built in 1931, the two-story buff brick fire hall has a number of Art Deco features including a decorative stone frontispiece (combination of elements that decorate the main building entrance) with fire and lightning bolt detail.

# Built Heritage Resources & Cultural Heritage Landscapes



## Methods

A Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment identifies existing baseline cultural heritage conditions, including a historical summary of the development of the Study Area and an inventory of all known or potential built heritage resources and cultural heritage landscapes in the Study Area. The report also describes a range of potential impacts and mitigation measures – ‘preliminary’ heritage impact assessment based on current project knowledge.

Metroinx will request the Minister of Heritage, Sport, Tourism and Culture Industries’ Consent where potential impacts include demolition or removal of any buildings or structures on a known or potential provincial heritage property of provincial significance or transfer of the property, in its entirety or partially, out of provincial control.

## Preliminary Potential Impacts & Mitigation Measures for Further Study

The Cultural Heritage Report identified all known and potential built heritage resources and cultural heritage landscapes in the broad Ontario Line study area. It is expected that the number of built heritage resources and cultural heritage landscapes that may be impacted will be significantly reduced once a preferred alignment has been identified and/or detailed design has commenced. Impacts and mitigation measures will be confirmed and/or changes will be identified during detailed design. All that information will then be documented in a Heritage Detailed Design Report.

### Construction

#### Potential Impacts

- For each property, the report presents a range of potential impacts and alternative mitigation options ordered from most to least preferred, from avoidance to demolition or removal. Avoidance is the preferred option. Demolition or removal is to be considered as a last resort and only when no other options are viable.

#### Potential Mitigation Measures

- Potential mitigation measures will vary based on the potential impact. Examples of potential mitigation measures include:
  - » Review of the Project design to avoid impacts to property
  - » Limit encroachment as close to the property line as possible to minimize impacts to the building and/or heritage attributes
  - » For retention and reuse of the building, complete an Adaptive Reuse Study to document the heritage attributes and plans for minimizing impacts
  - » For relocation/demolition, complete a structural engineering assessment, complete detailed documentation of the property including salvageable materials and/or heritage attributes, and during design, incorporate commemoration signage in consultation with the City of Toronto Heritage Preservation Services

### Operations

- No impacts to built heritage resources and cultural heritage landscapes are anticipated as a result of operations

### Future Studies

- As part of the Environmental Impact Assessment Report, a Heritage Detailed Design Report will be prepared once a preferred alignment has been identified and/or detailed design has commenced.



# Natural Environment



## Key Findings

- Ontario Line South (OLS) and Ontario Line West (OLW) are mostly urbanized, with little natural habitat; where present, vegetation is limited to parks, rail corridors and residential backyards. As a result, wildlife habitat and habitat connectivity in OLS and OLW are limited. There are no environmentally significant areas in either OLW or OLS. Similarly, Ontario Line North (OLN) is urbanized but contains natural areas associated with the Don River Valley, which includes the E.T. Seton Park Environmentally Significant Area as well as other designated features and natural heritage planning policy areas, and provides important habitat for wildlife in an urban setting
- Aquatic habitat is present in OLS and OLN, associated with the Don River. This habitat is characterized by poor water quality and a generally degraded aquatic ecosystem. The Don River provides fish habitat important for migration, feeding and refuge. No critically limiting habitats for fish (e.g., spawning habitat) or critical habitat for aquatic species at risk are present within the Study Area. The fish community is mainly composed of pollution-tolerant species
- The following species at risk have high or medium potential to occur within the Study Area: Barn Swallow, Bank Swallow, Chimney Swift, Butternut Trees and bat species at risk based on presence of suitable habitat
- The following species at risk have low potential to occur within the Study Area: Bobolink, Eastern Meadowlark and Blanding’s Turtle due to lack of suitable habitat

## Don River Valley (OLN)



### Spotlight Case:

The photo of the Don Valley River was taken from the Charles H. Hiscott Bridge over the Don River West Branch in OLN. The Don River Valley contains continuous natural vegetation, providing habitat for birds and other wildlife, including both common urban wildlife and a number of regionally and locally rare species. The valley is designated as an Urban River Valley under the Greenbelt Plan, 2017 and contains a number of designated natural and planning policy areas such as the E.T. Seton Park.

# Natural Environment



## Methods

Metrolinx conducted a review of available information and field investigations to establish natural environment existing conditions within the Study Area.

The following aspects of the natural environment were examined:

- Designated natural areas and planning policy areas
- Vegetation community and plant inventory
- Fish and fish habitat
- Wildlife and wildlife habitat
- Significant wildlife habitat and species at risk

On August 7, 2020, Metrolinx was issued a socio-economic benefit permit in accordance with the Endangered Species Act, 2007.

## Preliminary Potential Impacts & Mitigation Measures for Further Study

### Construction

#### Potential Impacts

- Disturbance or displacement of wildlife
- Removal of/damage to trees, terrestrial vegetation and wildlife habitat
- Potential impacts to aquatic/riparian vegetation
- Potential erosion and sedimentation

#### Potential Mitigation Measures

- Sensitive-wildlife timing restrictions for construction activities (e.g., removal of vegetation outside of the breeding bird season)
- Wildlife exclusion measures will be implemented as required to avoid destruction, injury or interference with wildlife species and their habitat
- Tree/vegetation removals will be kept to a minimum and limited to within the construction footprint
- Temporarily disturbed areas will be restored/re-vegetated using non-invasive, preferably native plantings and/or seed mixes
- Construction activities will maintain buffers established during the design phase to minimize potential impacts to wetlands and waterbodies
- Erosion and sediment control measures will be implemented

### Operations

#### Potential Impacts

- Maintenance activities may result in disturbance/loss of vegetation and habitat

#### Potential Mitigation Measures

- Vegetation removal and habitat disturbance will be kept to a minimum and limited to within the Metrolinx right-of-way

### Future Studies

- Additional ecological land classification surveys and plant inventories to confirm vegetation communities, breeding bird surveys, species-specific surveys and/or updated species at risk habitat screening, significant wildlife habitat assessment and/or detailed fish and fish habitat assessments, as required, and a natural environment impact assessment will be undertaken

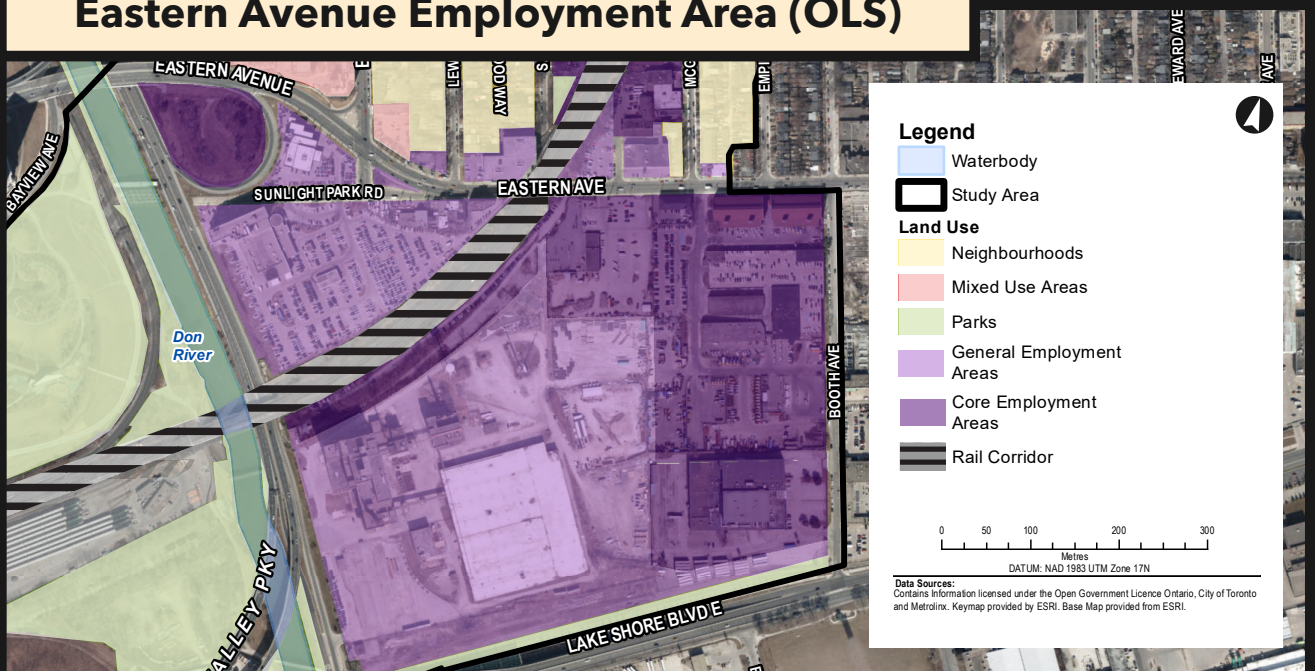
# Socio-Economic & Land Use Characteristics



## Key Findings

- Provincial and municipal policies for managing growth (e.g., Ontario's Provincial Policy Statement and Growth Plan, and Toronto's Official Plan) have a shared objective of strengthening connections and access to economic opportunities through improved transit networks
- The study area is within an established urban centre containing mixed use, commercial, employment, industrial, institutional, residential, and natural land uses
- The study area contains notable landmarks, including:
  - In OLW, Exhibition/Ontario Place and Fort York National Historic Site
  - In OLS, Nathan Phillips Square, the Don River Valley and Jimmie Simpson Park
  - In OLN, the Ontario Science Centre
- Numerous community amenities are present in the study area, including schools, places of worship, libraries, a major hospital, emergency services, community centres and various parks and open spaces. Other community resources include daycares, housing cooperatives, community groups and various non-profit organizations and business associations
- The Study Area overlaps with 17 Census neighbourhoods in Toronto. According to 2016 Census data, 14 of these neighbourhoods experienced a population increase from 2011, notably 47 per cent in Niagara and 50 per cent in Waterfront Communities-The Island
- There are approximately 100 active development applications within the study area for residential and commercial use

## Eastern Avenue Employment Area (OLS)



## Spotlight Case:

Employment Areas support business and employment growth by maintaining the land for business and economic activities. These lands are intended to be able to accommodate substantial job growth and meet the needs of the City's key economic clusters. Transit use is encouraged in Employment Areas through investment in improved levels of service and transit-supportive development densities and forms. The Ontario Line will provide service to a number of major Employment Areas where transit use is encouraged and intended to help support high employment densities.



# Socio-Economic & Land Use Characteristics



## Methods

Built form and socio-economic features within the study area were identified and characterized. A desktop review was conducted using provincial and municipal documents and policies, online data sources such as the City of Toronto Open Data Portal and associated databases/mapping tools. The background research was supplemented with site visits. The features examined include:

- Physical neighbourhood composition – land use and built form patterns, transportation network, and public realm characteristics
- Community amenities – institutional uses, parks and recreational uses, community groups and resources
- Neighbourhood demographics
- Future development

## Preliminary Potential Impacts & Mitigation Measures for Further Study

### Construction

#### Potential Impacts

- Access disruption to adjacent lands during construction
- Visual effects from construction areas/activities

#### Potential Mitigation Measures

- Clearly marked pedestrian and cyclist detours, where required
- Temporary lighting and wayfinding signage around construction sites
- Maintained access to businesses during working hours
- Temporary walkways with a pedestrian clearway of 2.1 metres in accordance with City guidelines
- Screened enclosures and temporary landscaping along construction site boundaries, where necessary

### Operations

#### Potential Impacts

- Visual effects from permanent public-facing structures and/or operations activities

#### Potential Mitigation Measures

- Minimize the visual effects of project structures (e.g., elevated guideways, support structures, retaining walls) by considering their location, building materials, architectural design, and surrounding landscape treatments

### Future Studies

- Additional socio-economic features will be examined, if required, and a socio-economic impact assessment will be undertaken

# Traffic & Transportation



## Key Findings

### Road Network & Intersections

- Throughout the entire Study Area, motorists generally experience minor delays at the studied intersections. At some high-traffic intersections, motorists experience longer than average delays in completing specific movements during the morning and afternoon peak hours (e.g., southbound left-turn movement at the Spadina Avenue/Adelaide Street intersection in OLW, the northbound left-turn movement at the Spadina Avenue/King Street West intersection in OLS , and the westbound through movement at the Don Mills Road/Eglinton Avenue intersection in OLN)

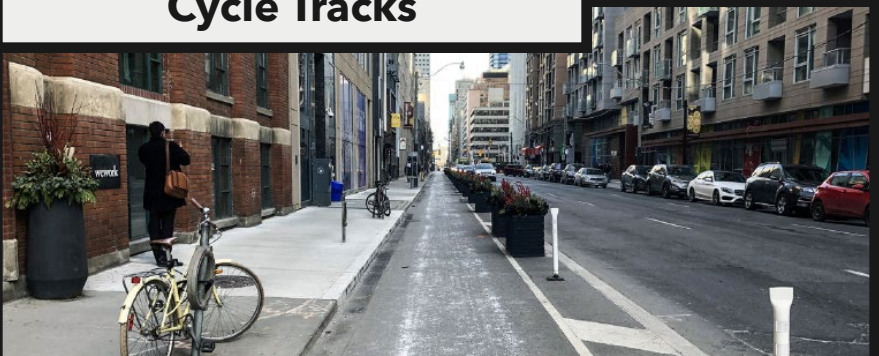
### Transit

- All transit routes that service the Study Area operate along shared transit and vehicular lanes, except for the Spadina streetcar which operates along an exclusive streetcar facility
- Within OLW and OLS, transit vehicles generally experience minor delays along the studied corridors and at the studied intersections. However, at some high-traffic intersections, transit vehicles experience notable delays (e.g., Bathurst Street/Fort York Boulevard intersection during the afternoon peak hour in OLW and Queen Street/Yonge Street intersecton during the morning peak hour in OLS)
- Within OLN, transit vehicles generally experience extended delays along the studied corridor and at the studied intersections

### Pedestrians & Cyclists

- Cyclists are accommodated through cycling facilities (e.g., cycle tracks, on-street bike lanes, and shared lanes) provided along Richmond Street, Adelaide Street, Simcoe Street, Peter Street, Strachan Avenue, Spadina Avenue, Sherbourne Street, Shuter Street, Lake Shore Boulevard, Thorncliffe Park Drive, and Beth Neilson Drive
- Throughout the entire Study Area, pedestrians are generally accommodated through sidewalks provided along most roads but experience long wait times before crossing at many signalized intersections

## Cycle Tracks



### Spotlight Case:

The image above displays the east-west cycle tracks along the north side of Richmond Street West. Cycle tracks are dedicated lanes with physical separation or barrier between bicycles and vehicles which provide cyclists with safe one-way movement. Other notable cycle tracks within the Study Area are: east-west on Adelaide Street West in OLW and OLS, north-south on Sherbourne Street and River Street in OLS, and Millwood Road in OLN. There are more cycle tracks within OLW and OLS compared to OLN, with the cycling infrastructure in OLN mainly associated with multi-use pathways.

Source: O’Neil, L. (2019, January 31). “Toronto’s most popular bike lanes were finally just made permanent.” blogTO. <https://www.blogto.com/city/2019/01/torontos-most-popular-bike-lanes-were-just-made-permanent/>



# Traffic & Transportation



## Methods

A Traffic and Transportation assessment using both quantitative and qualitative methods was conducted to establish existing conditions within the Study Area and outline preliminary potential impacts and mitigation measures. The following assessments were conducted:

- **Road Network and Intersection Analysis**
  - » Existing road network was examined, including road classification, width, speed limits and signal control
  - » Traffic volumes and operation were assessed using road geometry characteristics, traffic volume data and signal timing plans<sup>1</sup>
- **Transit, Pedestrian and Cycling Networks and Operation**
  - » Level of Service<sup>2</sup> assessment along road segments and signalized intersections

<sup>1</sup>A signal timing plan provides the right-of-way distribution (amount of time allotted for various traffic movements such as left or right turns) at a signalized intersection.

<sup>2</sup>Level of service is a mechanism used to determine how well a transportation facility (e.g., bus or cycling lane) is operating from a traveller’s perspective.

## Preliminary Potential Impacts & Mitigation Measures for Further Study

### Construction

#### Potential Impacts

- Temporary road/lane closures
- Access restrictions to local bus routes

#### Potential Mitigation Measures

- Traffic Control and Management Plans will be developed prior to construction
- Access to nearby land uses will be maintained to the extent possible
- Potential effects to pedestrians and cyclists will be mitigated through installation of appropriate wayfinding, regulatory and warning signage
- Notifying the public in advance of potential disruptions

### Operations

#### Potential Impacts

- Modifications to local transit routes

#### Potential Mitigation Measures

- Notifying the public in advance of potential transit modifications

### Future Studies

- Additional data collection (e.g., Turning Movement Counts) in support of additional intersection analysis will be conducted, if required, and a traffic and transportation impact assessment will be undertaken

# Air Quality



## Key Findings

- Vehicular, rail and industrial emissions were identified as significant sources contributing to overall air quality conditions within the Study Area
- Current annual emissions of exhaust contaminants and greenhouse gases (GHGs) were estimated for traffic and rail sources within the Ontario Line West, Ontario Line South, and Ontario Line North segments of the Study Area
- Existing baseline air quality concentrations of critical contaminants and GHGs from representative ambient air quality monitoring stations were examined and compared against provincial and federal air quality thresholds. Most contaminants were found to be below their respective thresholds, with the exception of benzene and benzo(a)pyrene exceeding Provincial Ambient Air Quality Criteria (AAQC)

### Ontario West

- 42,880 tonnes of greenhouse gas (CO<sub>2</sub>e)
- 50 tonnes of Nitrogen Oxides (NO<sub>x</sub>)
- 243 tonnes of Carbon Monoxide (CO)
- 0.259 tonnes of SO<sub>2</sub>
- 8 tonnes of Particulate Matter (PM<sub>10</sub> & PM<sub>2.5</sub>)

### Ontario South

- 47,672 tonnes of greenhouse gas (CO<sub>2</sub>e)
- 45 tonnes of Nitrogen Oxides (NO<sub>x</sub>)
- 239 tonnes of Carbon Monoxide (CO)
- 0.262 tonnes of SO<sub>2</sub>
- 13 tonnes of Particulate Matter (PM<sub>10</sub> & PM<sub>2.5</sub>)

### Ontario North

- 11,816 tonnes of greenhouse gas (CO<sub>2</sub>e)
- 18 tonnes of Nitrogen Oxides (NO<sub>x</sub>)
- 64 tonnes of Carbon Monoxide (CO)
- 0.086 tonnes of SO<sub>2</sub>
- 5 tonnes of Particulate Matter (PM<sub>10</sub> & PM<sub>2.5</sub>)

## Traffic Emission Contributions



### Spotlight Case:

Traffic emission contributions were inventoried as part of the review of air quality ambient background levels and contributing factors to local air quality. Much of the Study Area is indicative of a typical “downtown” condition in terms of baseline emissions- with passenger vehicles contributing to contaminants and greenhouse gas emissions. The eastern and northern portion of the Study Area is indicative of a mixture of the same typical “downtown” traffic emissions and a more “residential” profile of traffic emissions. Emissions from traffic include contaminants produced from combustion, including carbon monoxide (CO), nitrogen oxides (NO<sub>x</sub>), sulphur dioxide (SO<sub>2</sub>), a range of volatile organic compounds, and fine particulates. The heavier the traffic, the higher the concentration of these parameters.

Source <https://www.utoronto.ca/sites/default/files/GettyImages-1085693600.jpg>

# Air Quality



## Methods

Air quality was assessed in the Study Area, including examining vehicle exhaust and GHGs. The assessment was based on publicly available historical data from ambient air quality monitoring stations close to the Study Area. Potential sources of contaminants examined included:

- Vehicular emissions
- Diesel rail emissions
- Industrial emissions

## Preliminary Potential Impacts & Mitigation Measures for Further Study

### Construction

#### Potential Impacts

- Air pollution as a result of construction vehicle emissions
- Dust resulting from earthworks, demolition and construction

#### Potential Mitigation Measures

- Contain (e.g., tarp) sources of dust such as soil stockpiles, as required
- Use dust suppressants such as water, as required
- Use equipment with low emissions, to the extent possible

### Operations

- No impacts to air quality are anticipated as a result of operations

### Future Studies

- Using the baseline information and identified preliminary impacts, a future impact assessment will be conducted



# Soil & Groundwater

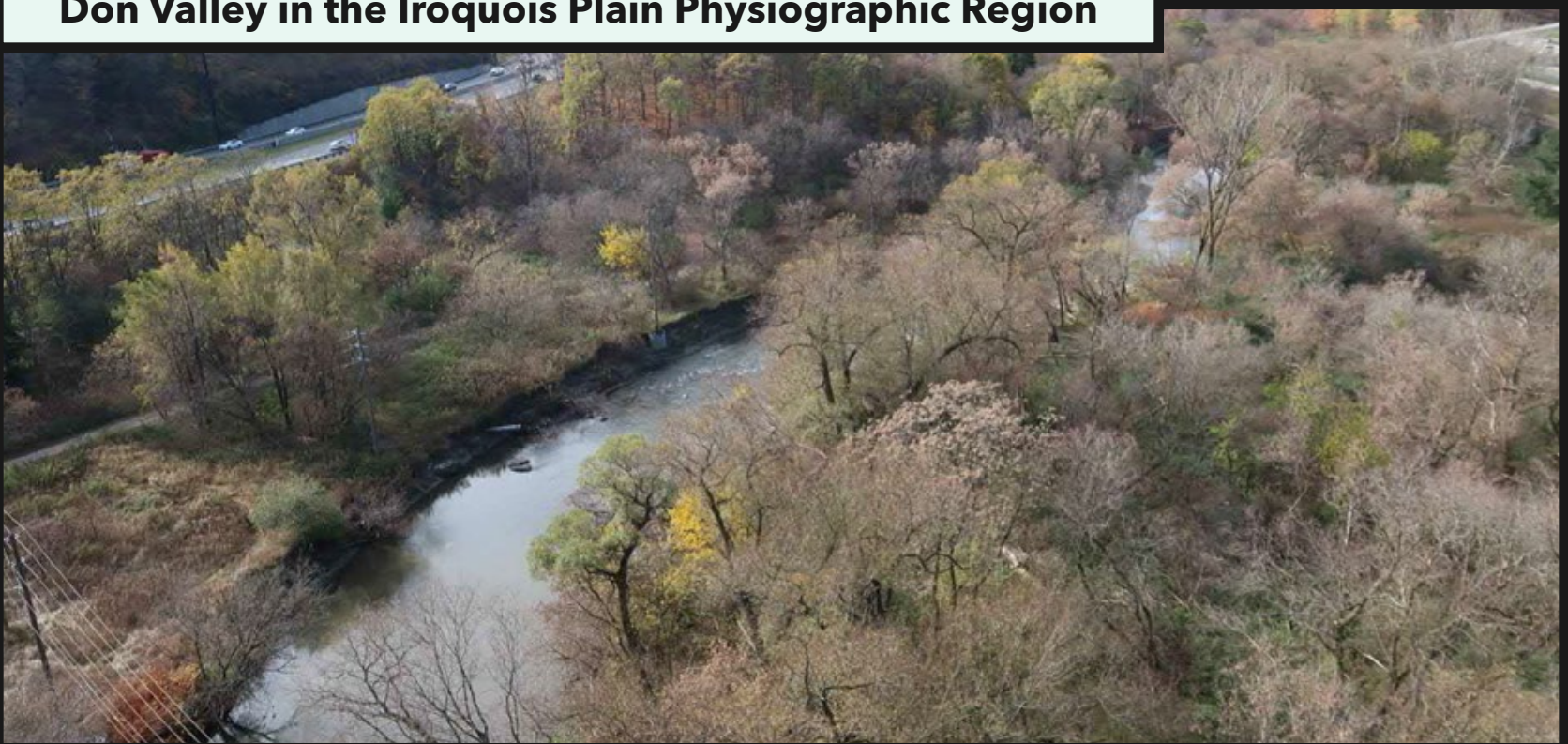


## Key Findings

- The majority of the Study Area is within the Iroquois Plain physiographic region<sup>1</sup> except for a small portion north of Eglinton Avenue and Don Mills Road which is in the South Slope physiographic region. The Iroquois Plain is a lowland mainly composed of sand extending north up to 10 km from the shoreline of Lake Ontario. The South Slope extends from the base of the Niagara Escarpment to the Iroquois Plain. It is characterized by low-lying moraine (mass of rocks and sediment deposited by glacier) and knolls (hills and mounds).
- Near-surface soils in the Study Area include sediment left by glaciers, lakes and rivers
- The majority of the Study Area overlaps with a Highly Vulnerable Aquifer, an aquifer that is susceptible to contamination due to its location near the ground surface or the surrounding soils

<sup>1</sup>Physiographic regions are areas that share similar landforms shaped by common geomorphic processes and geological history

## Don Valley in the Iroquois Plain Physiographic Region



### Spotlight Case:

This photo, taken from Millwood Road and looking south towards Lake Ontario, shows the Don Valley in the Iroquois Plain physiographic region. Iroquois Plain sandy soils once supported forests, savannahs and prairies. While the formerly forested Iroquois Plain within the Study Area is heavily urbanized today, pockets of natural areas such as the Don Valley remain.

# Soil & Groundwater



## Methods

Metrolinx conducted a review of available information to establish soil and groundwater existing conditions in the study area, including:

- Ministry of the Environment, Conservation and Parks Open Data catalogue including Water Well Records; Source Water Protection Information Atlas
- Toronto and Region Conservation Authority reports and resources including Source Water Protection Conceptual Understanding of the Water Budget Report (2007), Don River Watershed Plan: Geology and Groundwater Resources (2009), Toronto and Region Source Protection Area, Approved Updated Assessment Report (2015)
- Ontario Geological Survey including The Physiography of Southern Ontario, Third Edition (1984); Paleozoic Geology of Southern Ontario (2007); Metropolitan Toronto Bedrock Contours (1961)

## Preliminary Potential Impacts & Mitigation Measures for Further Study

### Construction

#### Potential Impacts

- There is a potential for structures to have foundations built below the local water table which may be affected by dewatering
- Construction activities (e.g., excavation) could expose contaminated materials

#### Potential Mitigation Measures

- Site-specific mitigation measures for impacts to groundwater quantity (e.g., avoiding or minimizing dewatering requirements)
- Remedial action plans, risk assessment and risk mitigation plans for encountering contamination, as necessary
- Regular site inspection and associated monitoring activities

### Operations

- No impacts to soil and groundwater are anticipated as a result of operations

### Future Studies

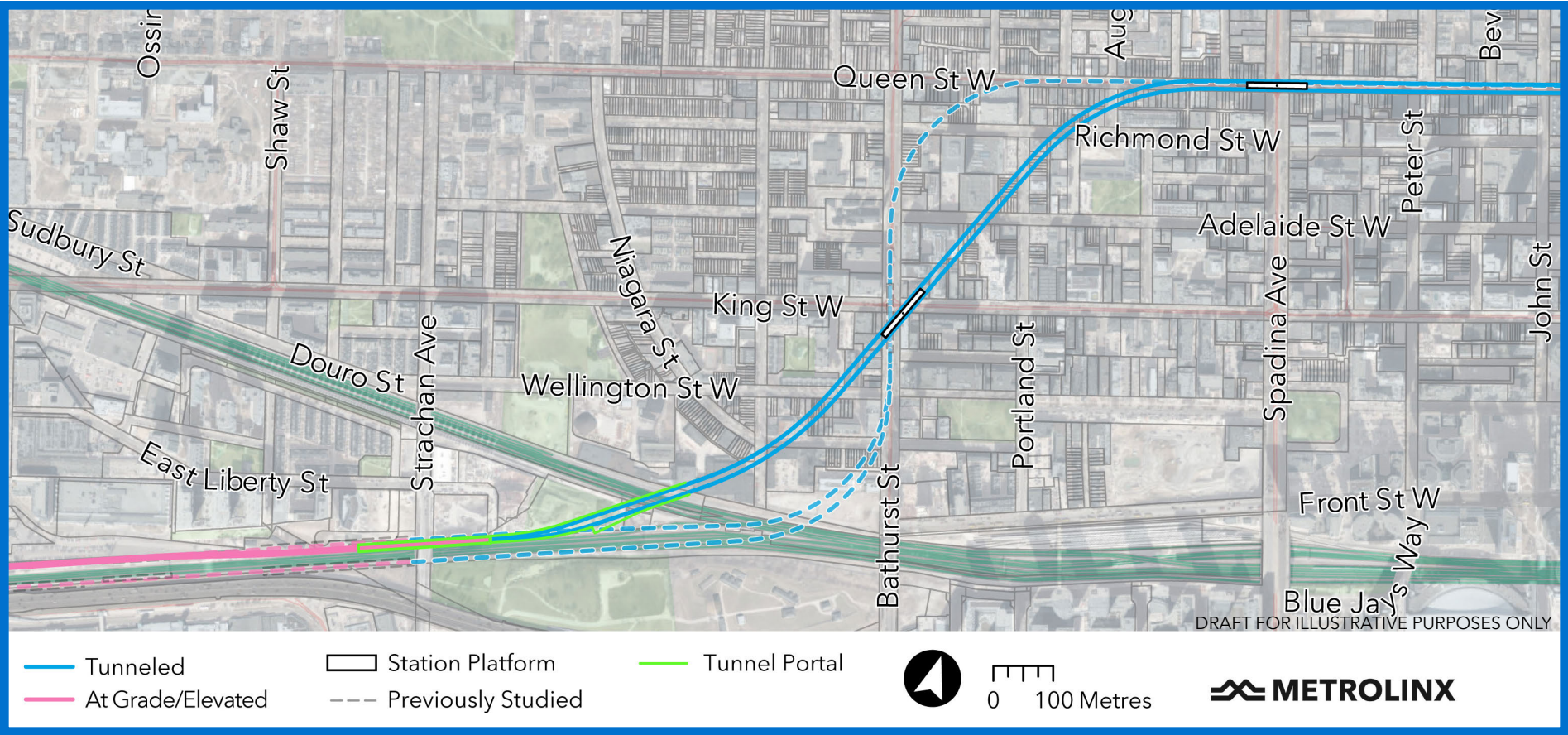
- Using the baseline information and identified preliminary impacts, soil and groundwater impact assessment will be undertaken
- Construction Dewatering Management Plan, Groundwater Management Plan and Spill Prevention and Response Plan will be developed and implemented



# Neighbourhood Updates - West

## Exhibition to Queen/Spadina

The following maps show refinements to the alignment, or route of the line, and the proposed location of station platforms. Station entrance buildings and initial designs will be shared as new information is available. Teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

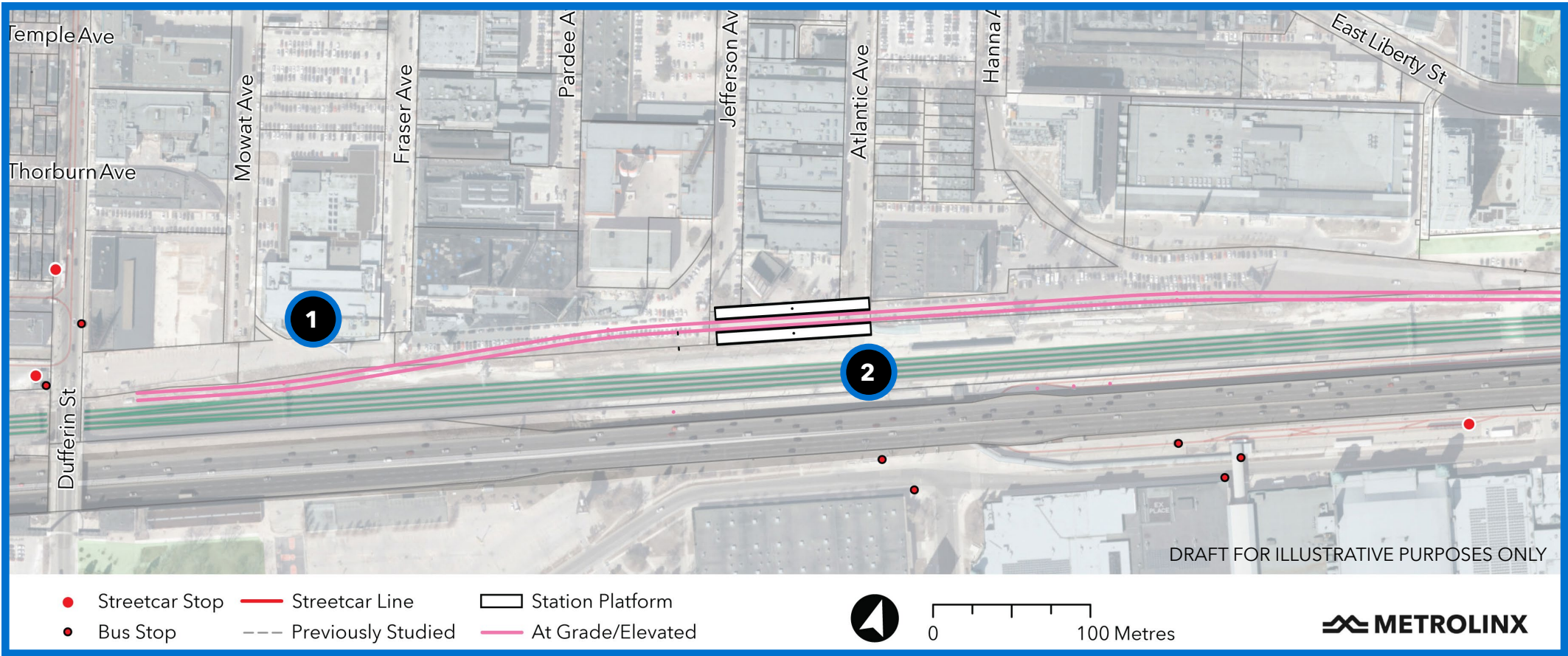


Straightening out the curve and travelling diagonally will give customers a ride that is smoother, more comfortable and faster. This change reduces track maintenance, which means less risk of delays due to repairs making for a more reliable service.

Due to the depth of the tunnelling through these areas, we expect any impacts will be comparable to the previous plan and that the majority of buildings overhead will not be needed to accommodate construction. Tunnelling deep into the bedrock below the surface and reducing the curvature of the route reduces the potential for vibration and noise and allows us to deliver the Ontario Line in a way that provides faster service while minimizing or avoiding impacts to the built environment.



# Exhibition



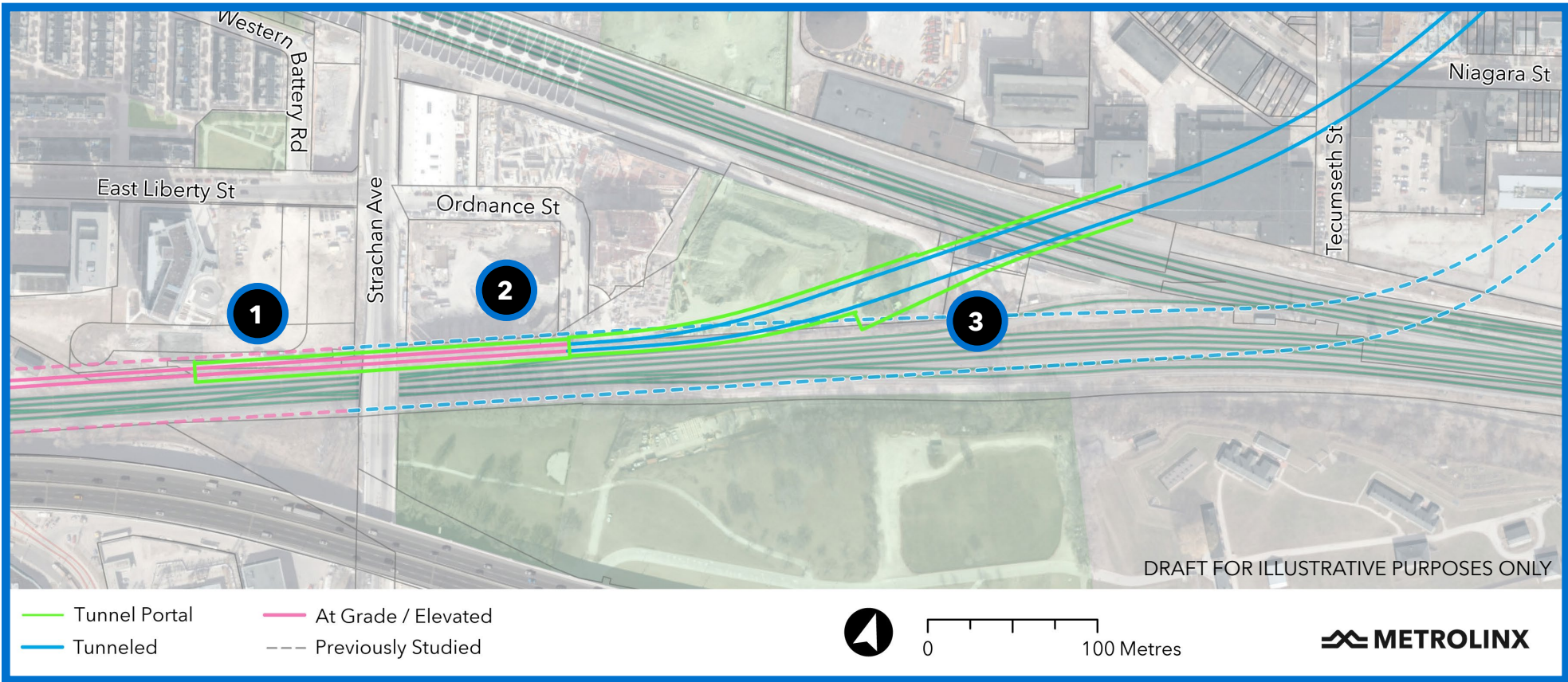
Enabling early works, including new passenger tunnels, an extension to the existing passenger tunnel, a temporary pedestrian bridge, a new north platform, and utility relocation and protection, are anticipated to begin in 2021.

1 Tail tracks, west of Exhibition, will provide space for the storage of Ontario Line vehicles and protect for a future extension of the line.

2 The Ontario Line Exhibition Station will create a connection to the GO network and will bring customers to a popular destination for sports, concerts, the CNE, trade shows and other attractions. It will also bring the subway system closer to many homes and businesses in the growing and increasingly vibrant Liberty Village community. Since the Ontario Line will be above ground through this segment, commuters on the Lakeshore West Line will be able to quickly and seamlessly transfer from one train to the other.



# Tunnel Portal



**1** Leaving Exhibition Station, the line runs east at surface level, under the bridge at Strachan Avenue.

**2** Launch shafts and portals will be constructed at the site of the future Ordinance Park on the north side of the existing GO Corridor for the beginning of the Ontario Line tunnels. From here, the tunnel boring machines will begin to work their way east and then turn north. In the short term, the future park site will be needed to support tunnel construction. After construction is finished, an opportunity to create a new park above the tunnel will be available for City of Toronto programming, in keeping with their existing plans for the site.



Tunnel work is anticipated to begin after financial close is reached for the Southern Civil, Stations and Tunnel procurement package.

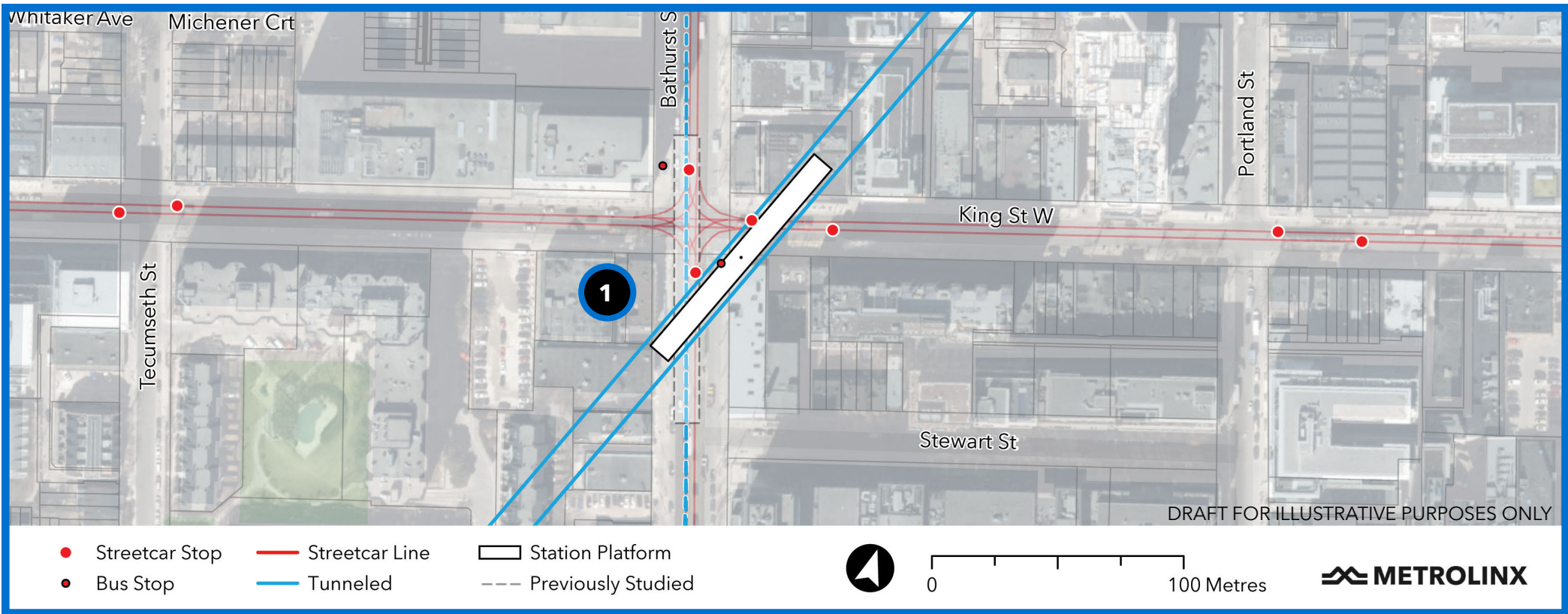
**3**



Plans are to preserve Garrison Crossing, the pedestrian bridge that spans the rail corridors in the area and connects with the future park site. While there may be times when it will be closed due to construction work, Metrolinx is studying ways to minimize impacts and maintain pedestrian and cycling access across the rail corridors for the duration of the project.



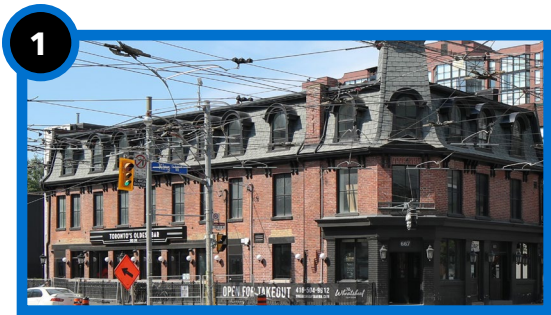
# King-Bathurst



Work is anticipated to begin after financial close is reached for the Southern Civil, Stations and Tunnel procurement package.

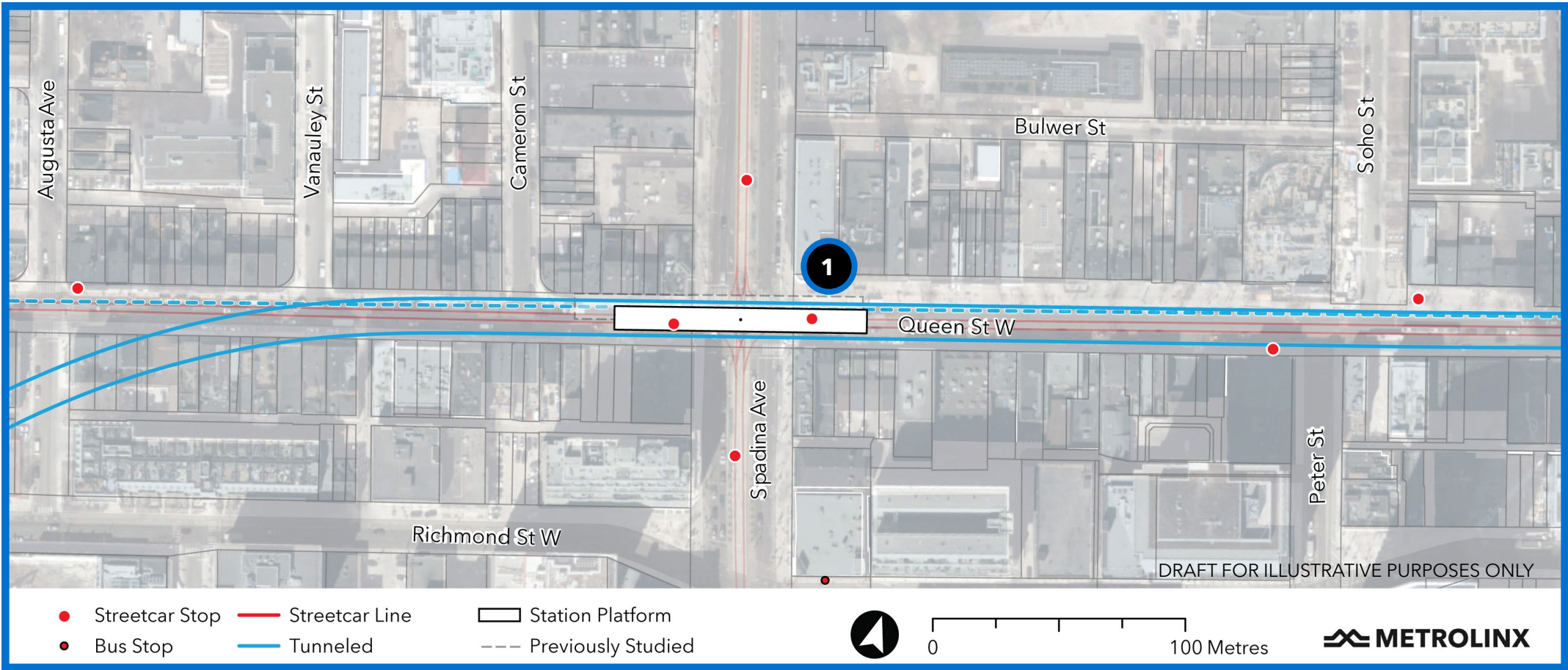
The King West area is a mixed-use neighbourhood and a hot spot for new housing, tech jobs, restaurants and nightlife, mixed in with some beautiful old buildings. At King and Bathurst, the Ontario Line will have connections to both the 504 King and 511 Bathurst TTC streetcar lines.

Current plans envision maintaining streetcar service in these areas throughout the duration of the project, though there might be times when service is re-routed or reduced to accommodate construction work.



Underground, the station platform is on a diagonal and shifted to the southeast corner of the intersection which will provide customers a more direct route and avoid significant construction impacts to the historic Wheat Sheaf Tavern. Built in 1849, the landmark building with the distinctive mansard roof is widely believed to be the oldest pub in Toronto.

# Queen-Spadina



Work is anticipated to begin after financial close is reached for the Southern Civil, Stations and Tunnel procurement package.

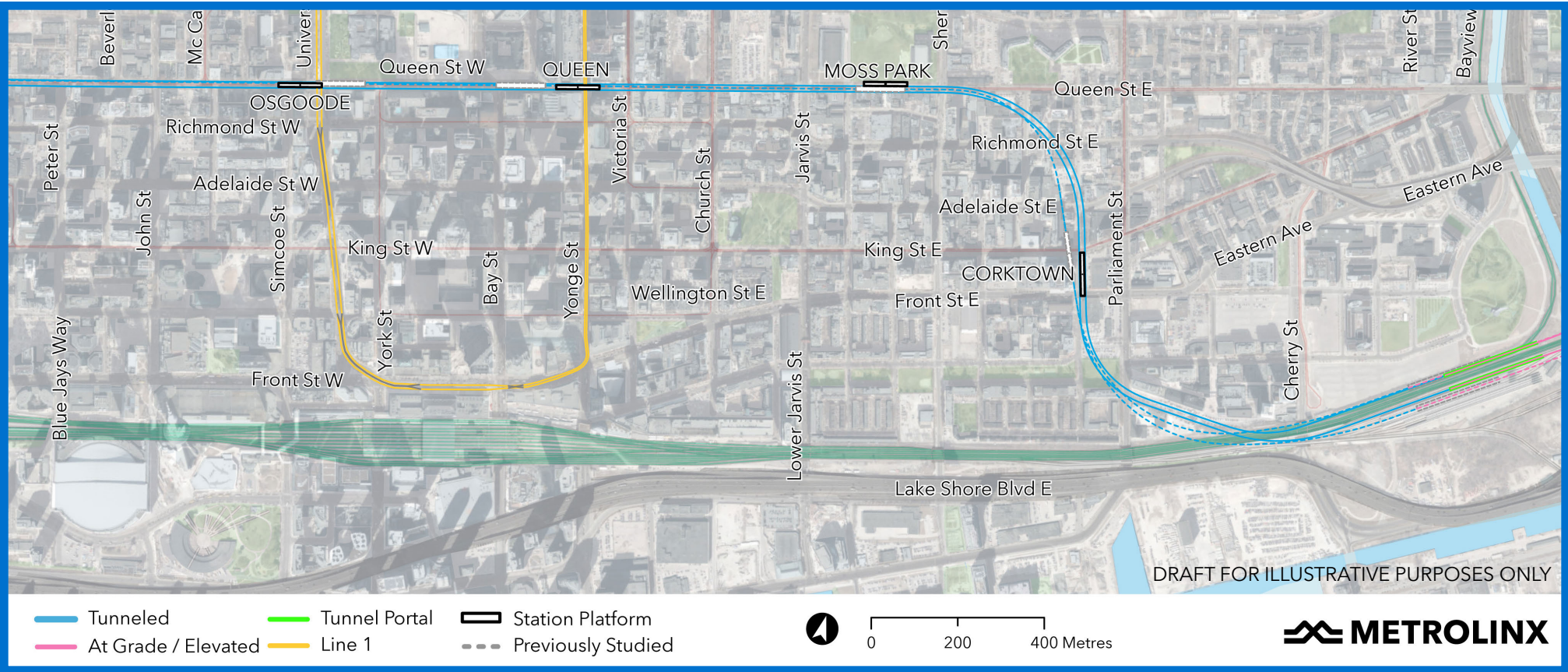
- 1** The Ontario Line station at Queen and Spadina will sit adjacent to Toronto’s thriving Fashion District. It will conveniently connect to the 501 and 510 TTC streetcar lines and bring customers to historic Chinatown and an array of lively nightspots and trendy shopping opportunities along Queen West.
- Current plans envision maintaining streetcar service in these areas throughout the duration of the project, though there might be times when service is re-routed or reduced to accommodate construction work.



# Neighbourhood Updates - Downtown

## Osgoode to Don Yard

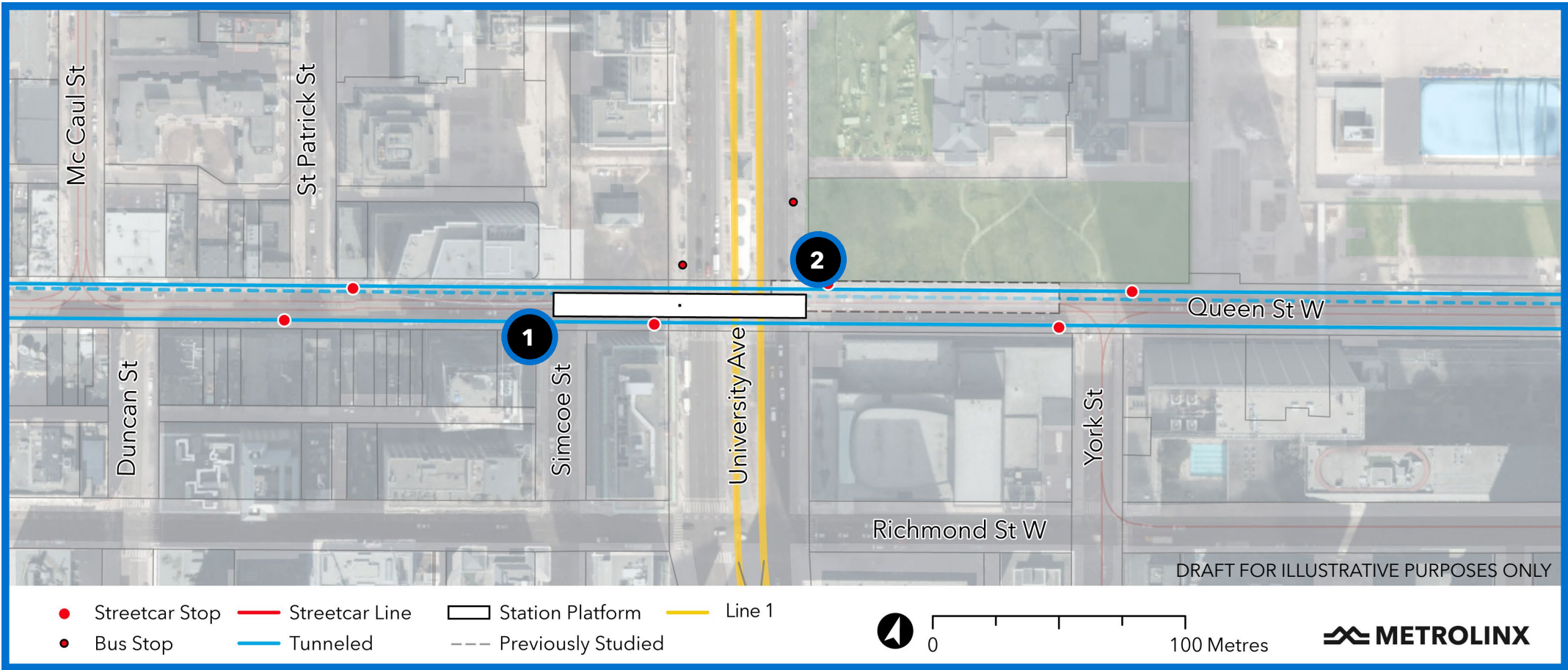
The following maps show refinements to the alignment, or route of the line, and the proposed location of station platforms. Station entrance buildings and initial designs will be shared as new information is available.



Teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

The new plan takes advantage of space that was dug for an east-west line when TTC's Queen Station was built in the early 1950s.

# Osgoode



Work is anticipated to begin after financial close is reached for the Southern Civil, Stations and Tunnel procurement package.

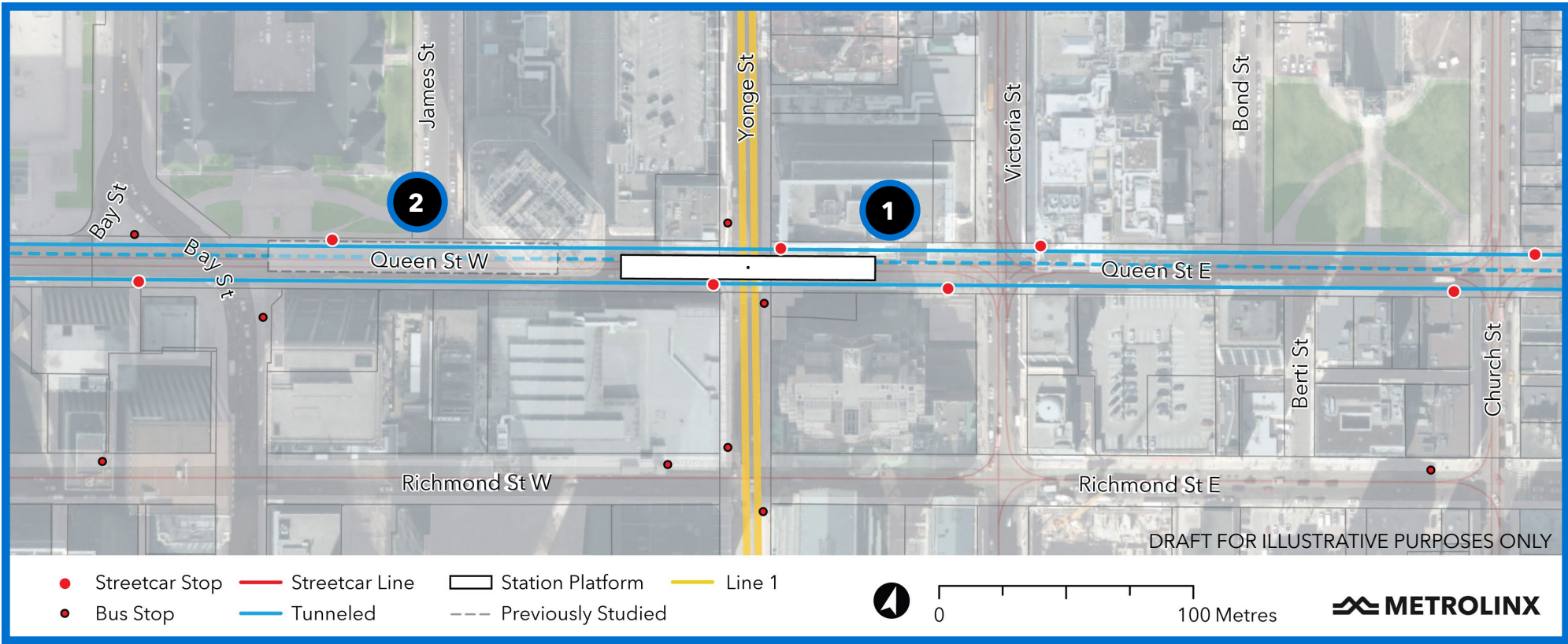
**1** Reaching University Avenue, the Ontario Line connects customers to an array of shopping, dining and entertainment options, not to mention major employment centres in this area of downtown.

**2** The station has been positioned to the west to improve customer transfers between Line 1 and the Ontario Line, making getting from point A to point B quick and convenient.

Going to the Art Gallery of Ontario? Just take Line 1 one stop north and you'll be there in no time. Heading to the Royal Ontario Museum? It's just two stops further.



# Queen



Work is anticipated to begin after financial close is reached for the Southern Civil, Stations and Tunnel procurement package.

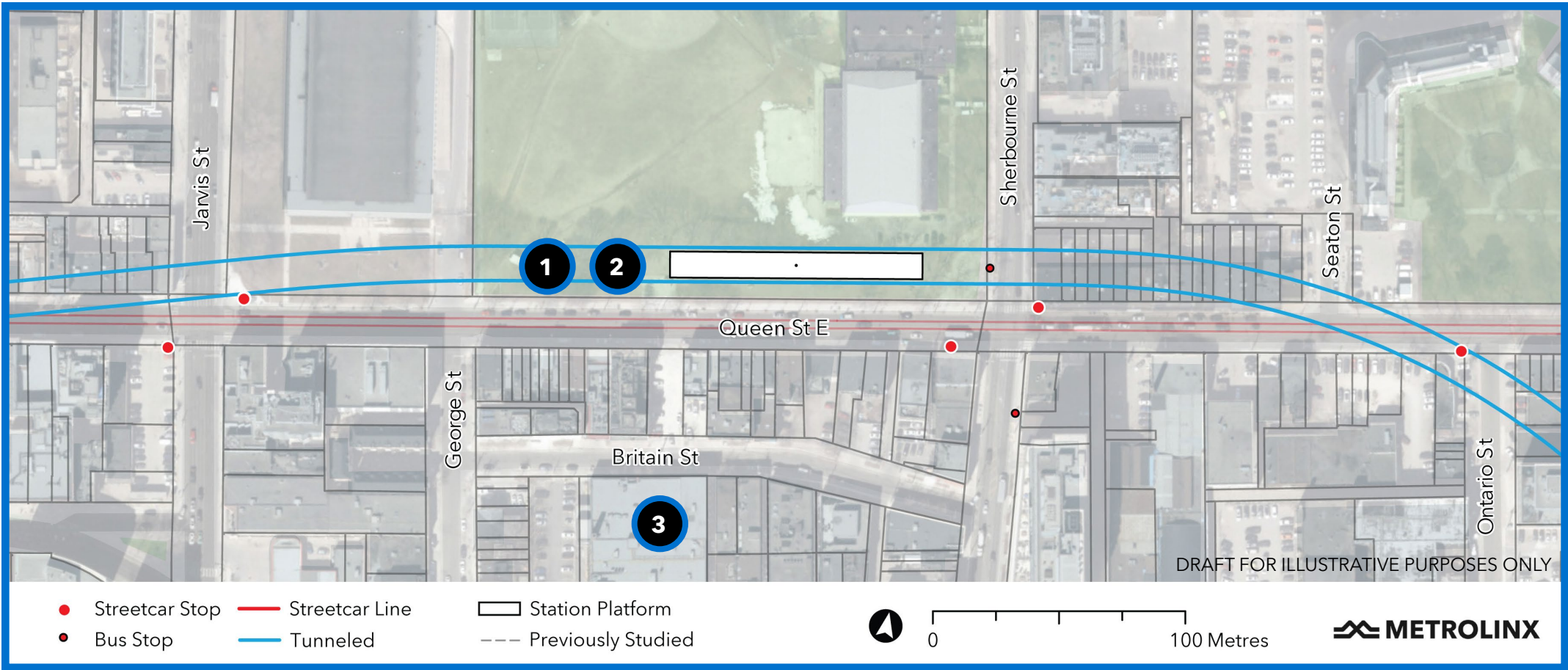
**1** The station at Queen Street and Yonge Street will make use of an underground cavern below Queen Street, built during construction of the first section of the Yonge Street subway.

Due to the complexity of building directly under the existing Queen Station, Metrolinx is working closely with the City of Toronto and businesses to develop strategies to mitigate impacts during construction.

**2** Shifting the stations at both Osgoode and Queen to be directly below and perpendicular to (or straddling) Line 1 will save customers time when transferring between the two lines.

Another benefit of this positioning is to lessen the impact on existing utilities and any potentially disruptive, expensive and time-consuming relocations.

# Moss Park



Work is anticipated to begin after financial close is reached for the Southern Civil, Stations and Tunnel procurement package.

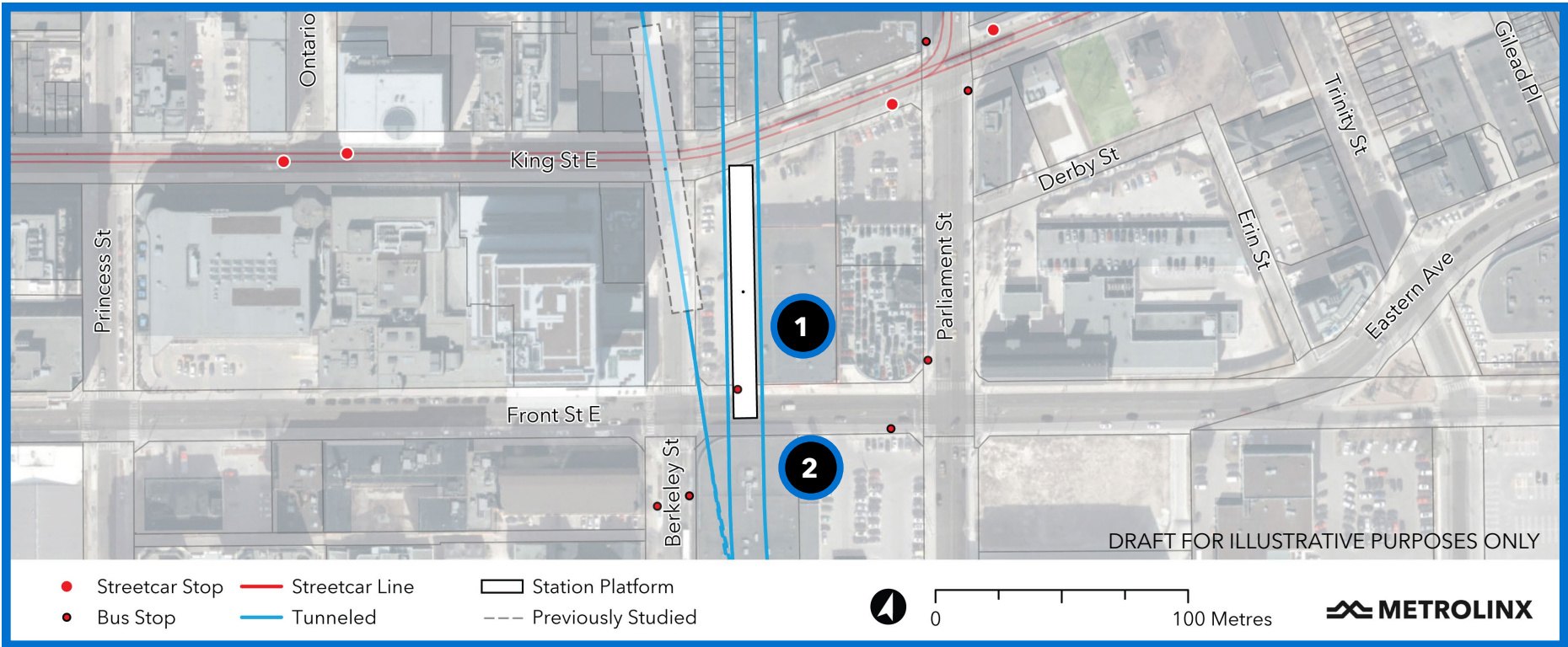
**1** A station in the Moss Park area will be located on the edge of the park which reduces construction impacts on traffic and transit flow along Queen Street. After construction, the park area will be restored and returned to the city for programming or redevelopment.

**2** Subway service in this area will help relieve congestion on the popular 501 Queen streetcar route. It will also provide better rapid transit access to people who depend on social service organizations in the area.

**3** Students attending the George Brown College St. James Campus will have two choices for boarding the Ontario Line - a station in the area of Moss Park or a station in the neighbouring area of Corktown.



# Corktown



**1** The station serving Corktown will be located to the east side of Berkeley Street at King Street East, with connections to several streetcar and bus routes nearby. Positioning the station to the east reduces costs and will speed up construction of the station and tunnels. Importantly, it also reduces community impacts by moving construction off the street. This station will provide customers with easy access to the historic Distillery District.



Work is anticipated to begin after archaeological assessments are completed and once financial close is reached for the Southern Civil, Stations and Tunnel procurement package.

**2** This area - currently home to large retail operations and a significant number of surface parking spots - is where the first two Parliament Buildings for Upper Canada were located, from 1797 to 1813 and 1820 to 1824.

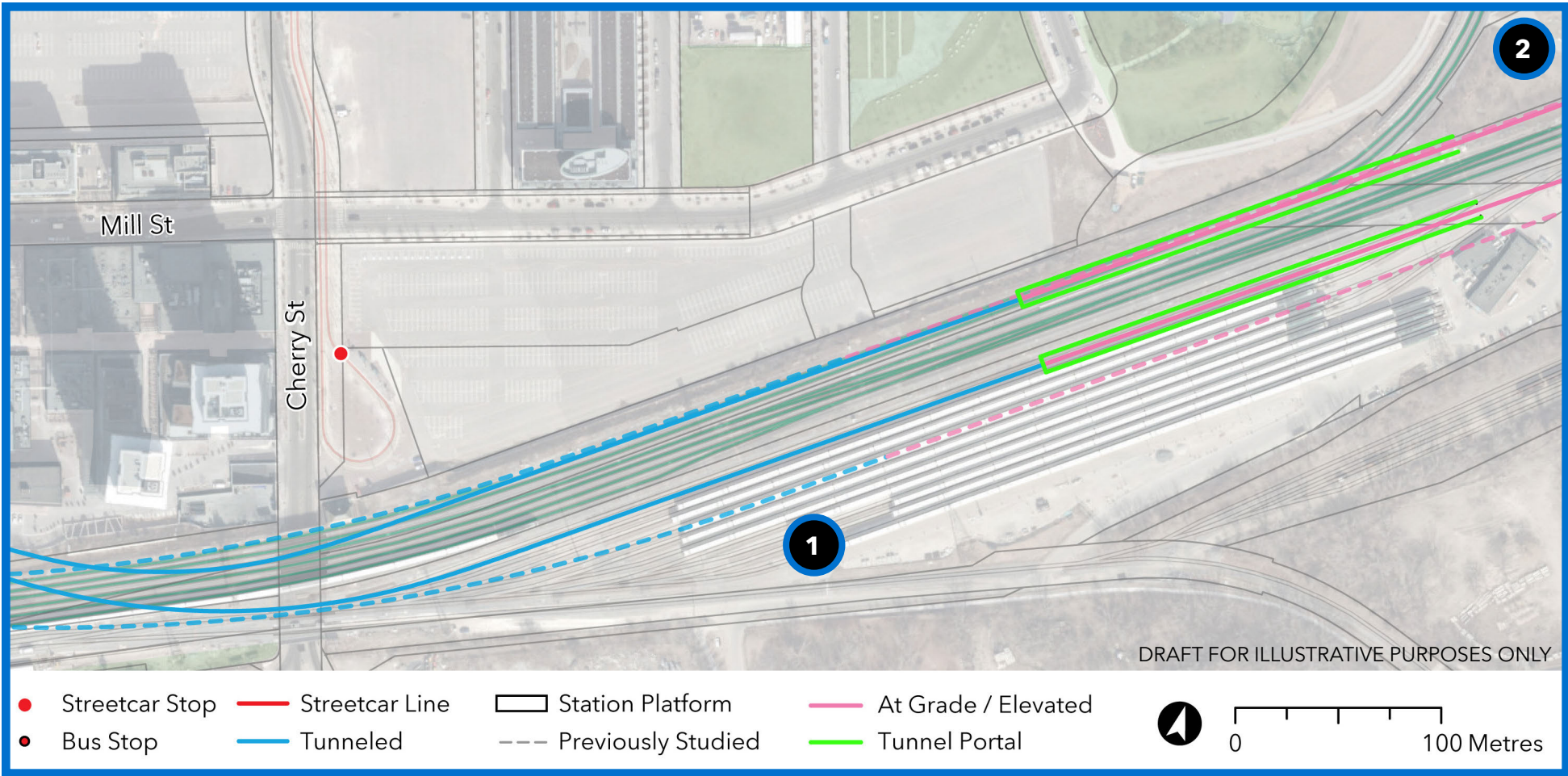
Archaeological assessments are currently being planned in advance of any potential use for the project.

Metrolinx will work with the Ontario Heritage Trust, the City of Toronto, property owners, and community members to ensure any archaeological findings or historical features are properly documented or conserved and, where possible, made accessible for the public to learn more about.

The important history of the land goes back much further than the first parliament buildings and Metrolinx is committed to working with Indigenous communities to better understand the important histories and rights of the peoples that have and continue to live in this area.



# Don Yard



**1** Just west of Cherry Street, the tunnels enter the GO corridor and begin to rise, exiting tunnel portals on the north and south sides of the GO tracks in the Don Yard.

**2** Making use of the existing GO corridor means we can shrink our footprint and make efficient use of existing transit space, therefore minimizing impacts to surrounding communities and keeping costs down. The tunnel boring machines will end their digging through downtown here.



Work is anticipated to begin after financial close is reached for the Southern Civil, Stations and Tunnel procurement package.

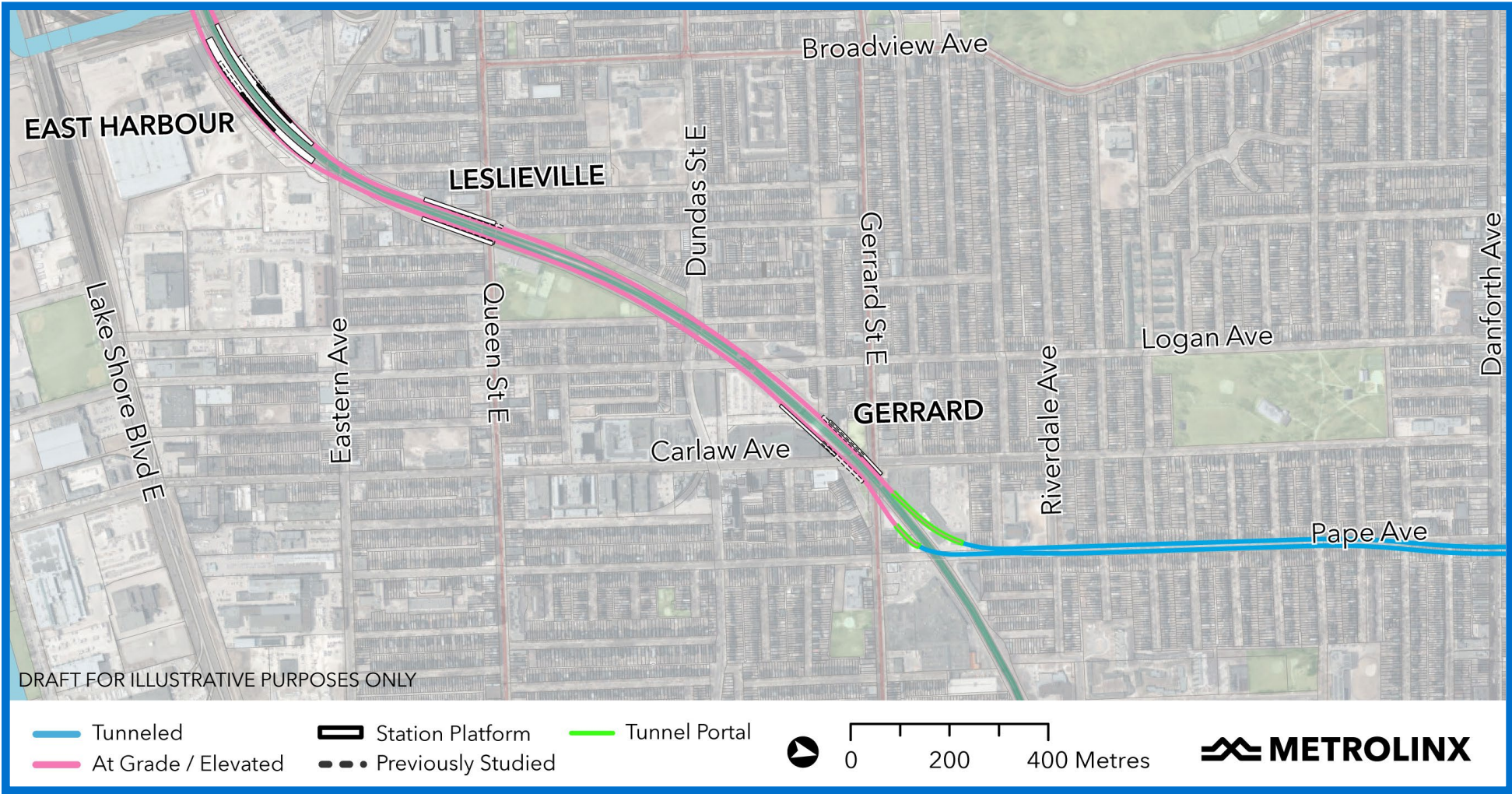


Canada Line with a tunnel portal shown in the background - Translink photo



# Neighbourhood Updates - East

## Lower Don Bridges to Pape South

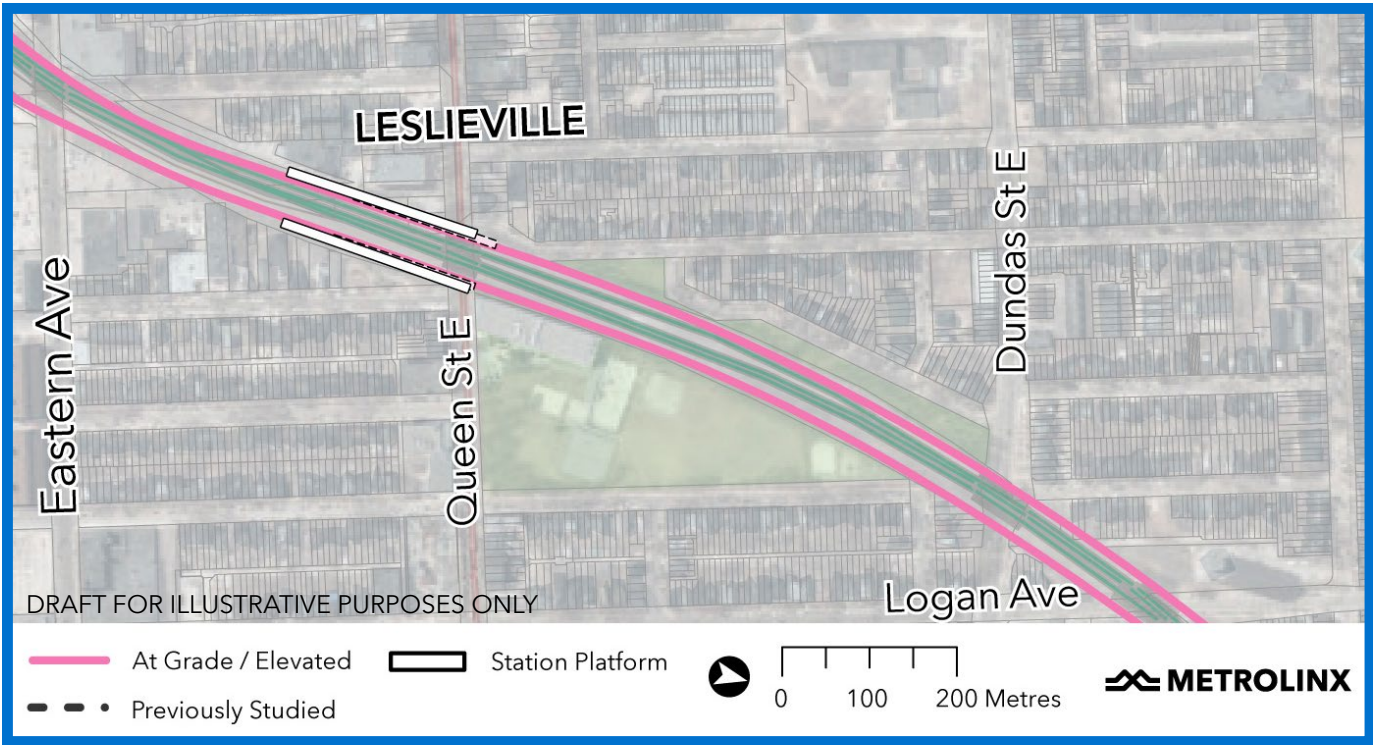


The following maps show refinements to the alignment, or route of the line, and the proposed location of station platforms. Station entrance buildings and initial designs will be shared as new information is available. Teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

The portion of the Ontario Line where the trains will run above ground in the GO Lakeshore East Corridor is being considered in coordination with GO Expansion.



# Lakeshore East Joint Corridor



In the joint corridor (a shared railway where Ontario Line will run parallel to GO), early works within and along the rail corridor will proceed ahead of station and track construction. Planned early works, from Eastern Avenue to Logan includes:

- GO rail corridor expansion
- Installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate
- Relocation or protection of utilities
- Construction of new Ontario Line bridges on each side of the existing Queen, Dundas and Logan bridges

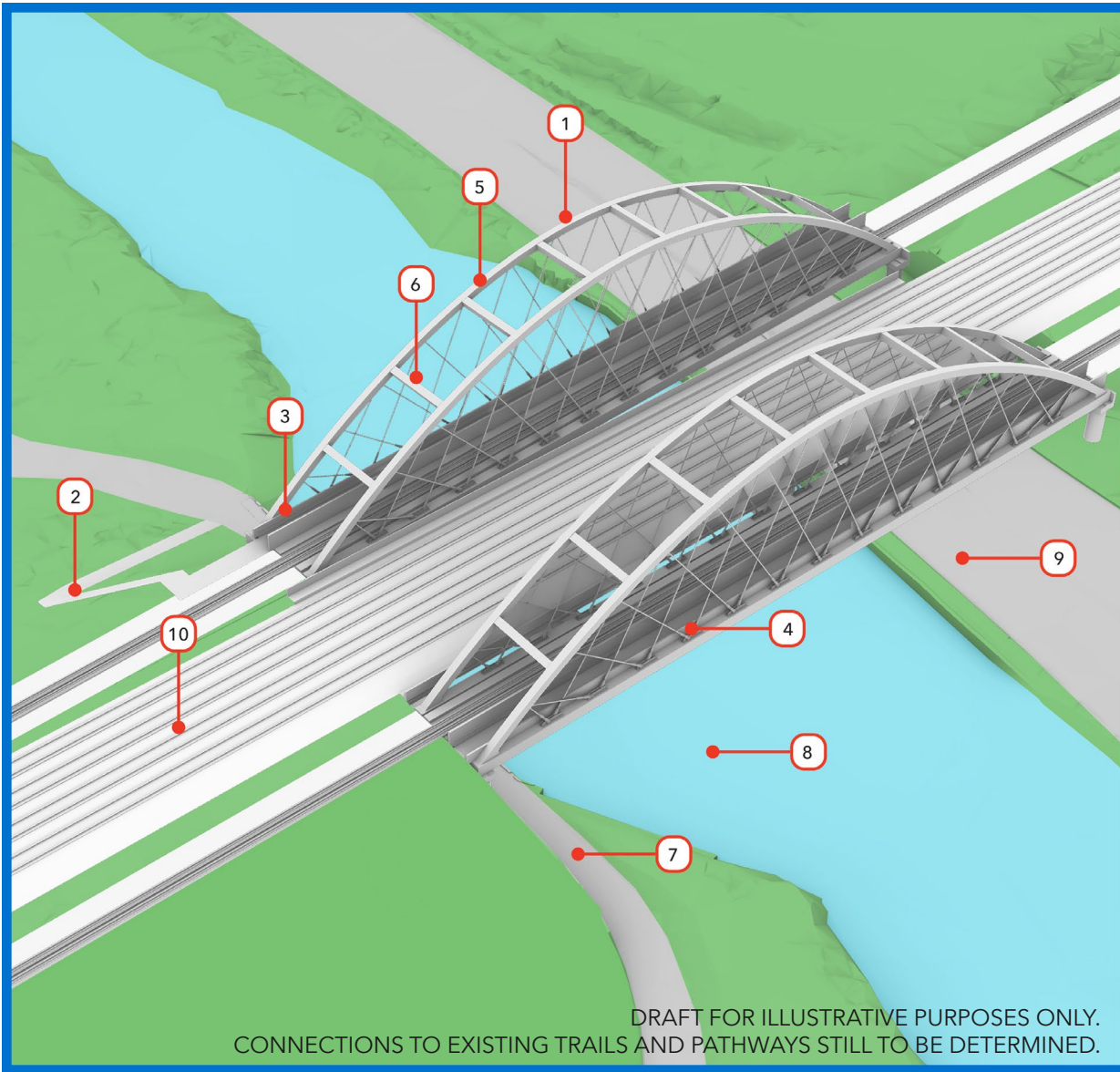
This work will proceed following an early works environmental assessment and related community consultations, including consultations with Indigenous communities.

The Ontario Line tracks will run on either side of four (three existing and one new) GO train tracks. Significant design and engineering efforts have been made to ensure the six-track railway does not significantly impact bordering properties or other ongoing infrastructure projects. Using the existing rail corridor and streamlining Ontario Line construction work with planned GO Expansion means we can keep mostly within an existing footprint and minimize impacts to surrounding neighbourhoods.

Early works will begin in 2021. More details, including scope of work and timelines, will be shared as procurement advances.



# Lower Don Bridges



### LOWER DON BRIDGE DESIGN STUDIES

- 1 PARALLEL TIED ARCH BRIDGES
- 2 CONNECTIONS TO EXISTING TRAILS
- 3 PEDESTRIAN CROSSING
- 4 CABLE CONNECTION
- 5 AESTHETIC LIGHTING
- 6 ARCH RIB TIES
- 7 EXISTING MULTI-USE TRAIL
- 8 DON RIVER
- 9 DON VALLEY PARKWAY (DVP)
- 10 EXISTING RAIL CORRIDOR

DRAFT FOR ILLUSTRATIVE PURPOSES ONLY.  
CONNECTIONS TO EXISTING TRAILS AND PATHWAYS STILL TO BE DETERMINED.



To cross the Don River, extensions on either side of the existing bridge are proposed, with space for tracks going in both directions. The current plan for this area is to also provide pedestrian and cycling connections across the Don River to ensure communities continue to develop and thrive with improved transit.

Early designs envision clean and simple structures that are similar to the iconic Humber Bay Arch Bridge in the west end of the city, adding a bookend in the east. They will contribute to the other exciting revitalization efforts that are underway in the area.



Early works will begin in 2021.



# East Harbour



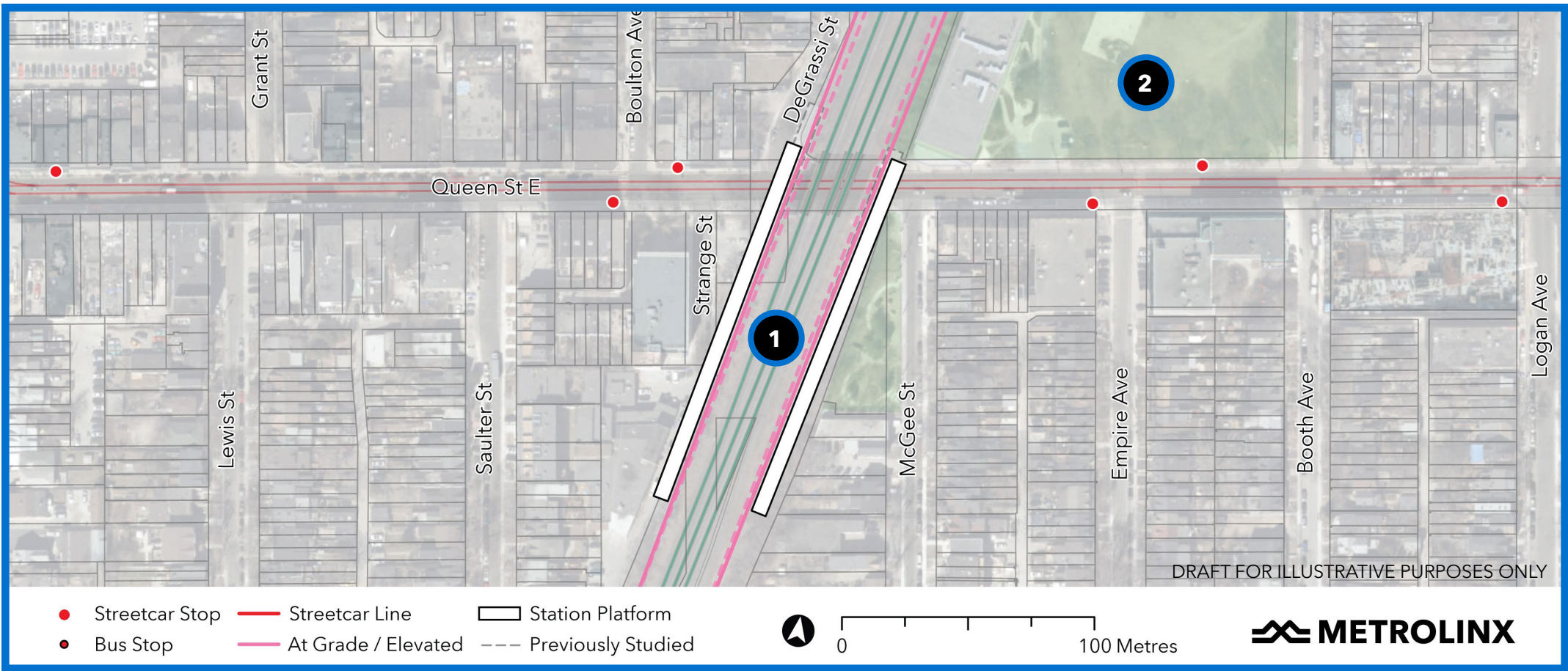
Just east of the Don River and north of Lake Shore Boulevard, a station at East Harbour will be an important transfer and interchange station accommodating GO operations, a planned extension of the Broadview streetcar, and Ontario Line service in a corner of the city that is poised for growth.

In many cases, people transferring from the GO Train to the Ontario Line will be able to walk straight from one to the other without having to go up or down a level.

Metrolinx is working with a development partner to deliver the East Harbour transit hub. The hub will be designed based on Metrolinx transit requirements to integrate the station with the future local developments. Designs are underway and will be shared as procurement advances.



# Leslieville



Early works will begin in 2021. Station construction will begin after financial close for the Northern Civil, Stations and Tunnel procurement package.

**1** The station serving Leslieville and Riverside will help relieve congestion on the busy 501 Queen streetcar and give customers a faster way to get where they need to be, whether that's downtown, the Danforth, or an array of other neighbourhoods along the line.



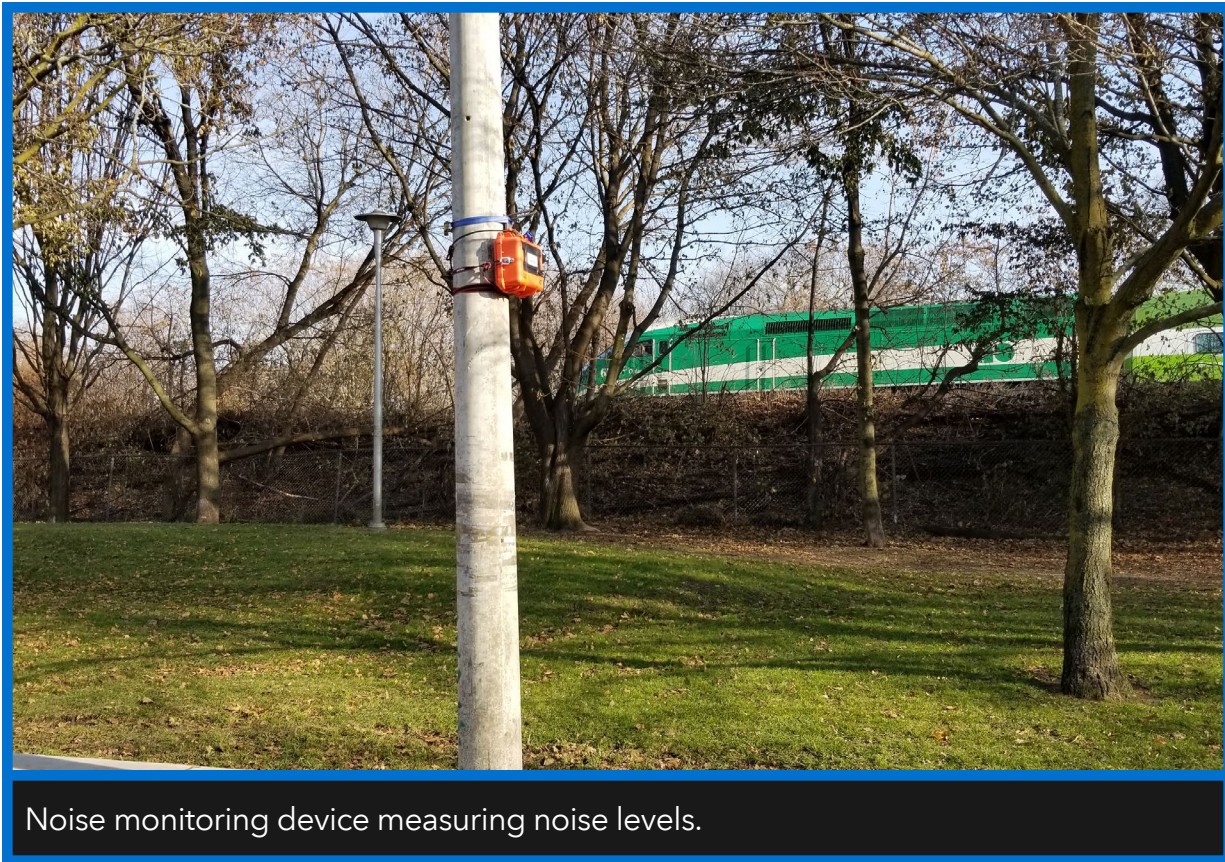
With the station situated mostly to the south of Queen Street and spanning over the existing rail bridge, the popular Jimmie Simpson Community Centre will be able to continue operating throughout construction and beyond.

Current plans envision maintaining streetcar service in these areas throughout the duration of the project, though there might be times when service is re-routed or reduced to accommodate construction work.



# Noise & Vibration

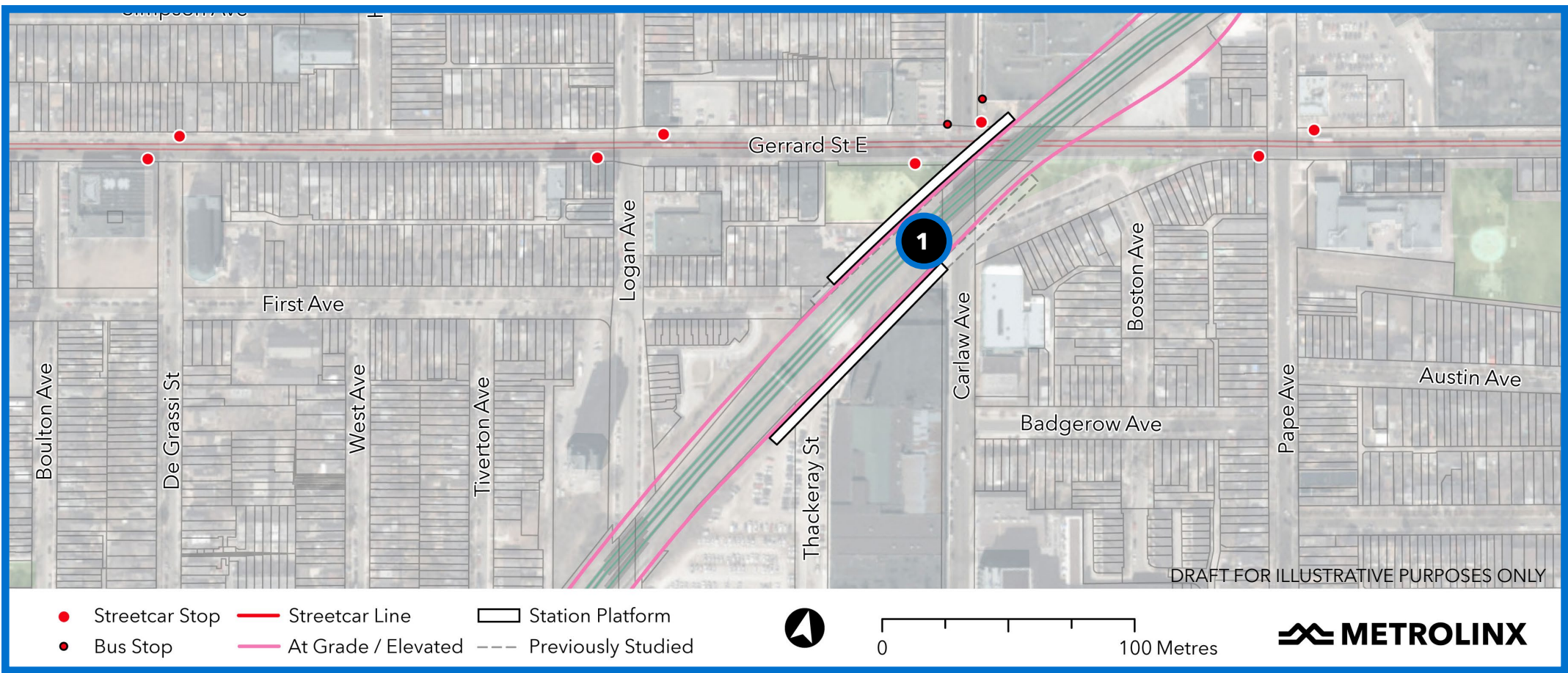
Metrolinx is committed to building noise walls along the rail corridor where the Ontario Line will run alongside the Lakeshore East GO trains. Noise walls, along with state-of-the-art vehicle technologies and strict maintenance practices, will mitigate noise impacts from both Ontario Line and GO trains.



Teams are still developing plans that will detail the exact locations, heights and proposed design treatments for the noise walls, which will be brought forward for consultation. Metrolinx will continue to seek community feedback on any proposed mitigations through the environmental assessment process, including options to mitigate negative visual impact or support municipal planning and urban design objectives. Public art surface treatments would be procured, funded, implemented and maintained by municipalities or other third parties.



# Gerrard

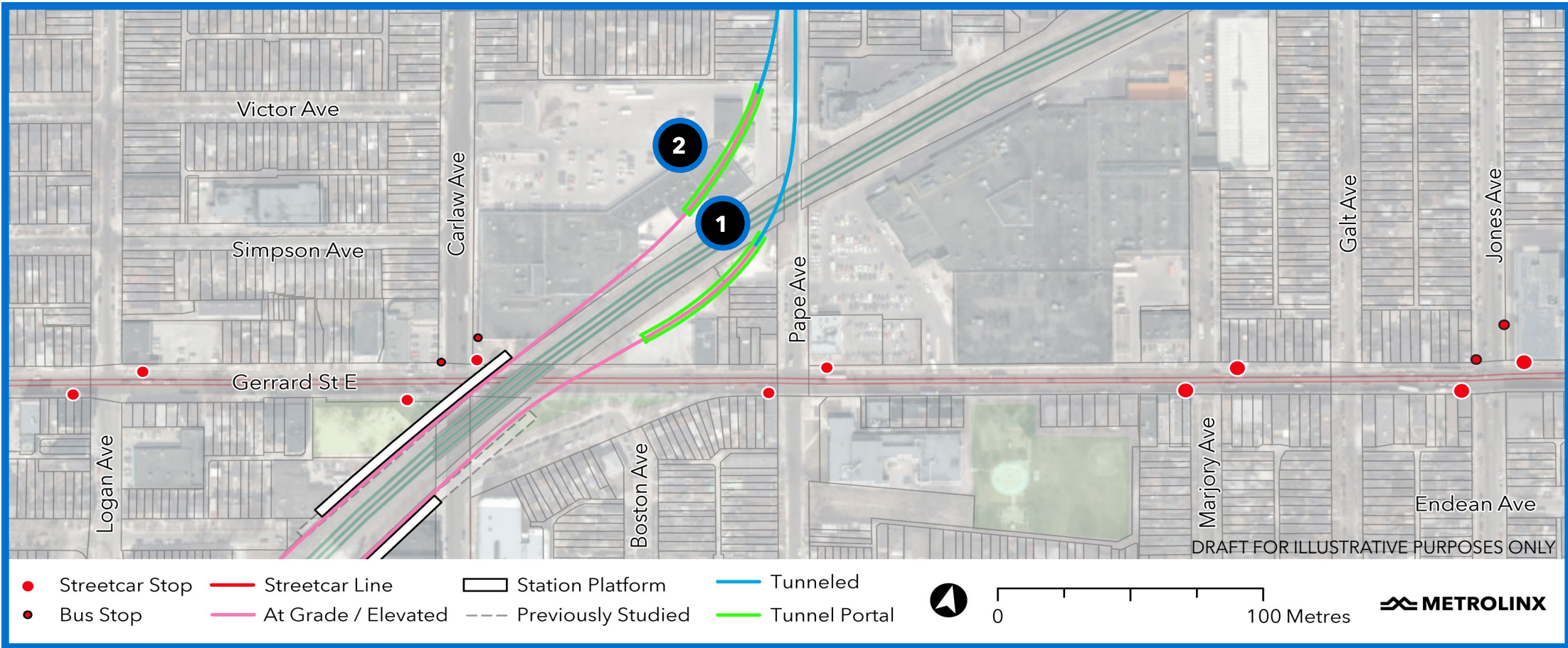


Work is anticipated to begin after financial close for the Northern Civil, Stations and Tunnel procurement package.

- 1** The station and tracks at Gerrard will be integrated with the existing bridges over Gerrard and Carlaw Avenue. The slightly staggered placement of the south platform has been designed to accommodate the beginning of the tunnel portal and eliminate the need for a wider curve to the east to accommodate the turn north. As the train leaves the station, it will dip down into the tunnel to run under the GO tracks as they continue east.
- At Gerrard, the station will provide a connection to the 506 Carlton TTC streetcar and 72 Pape TTC bus.



# Gerrard Tunnel Portal



Work is anticipated to begin after financial close for the Northern Civil, Stations and Tunnel procurement package.

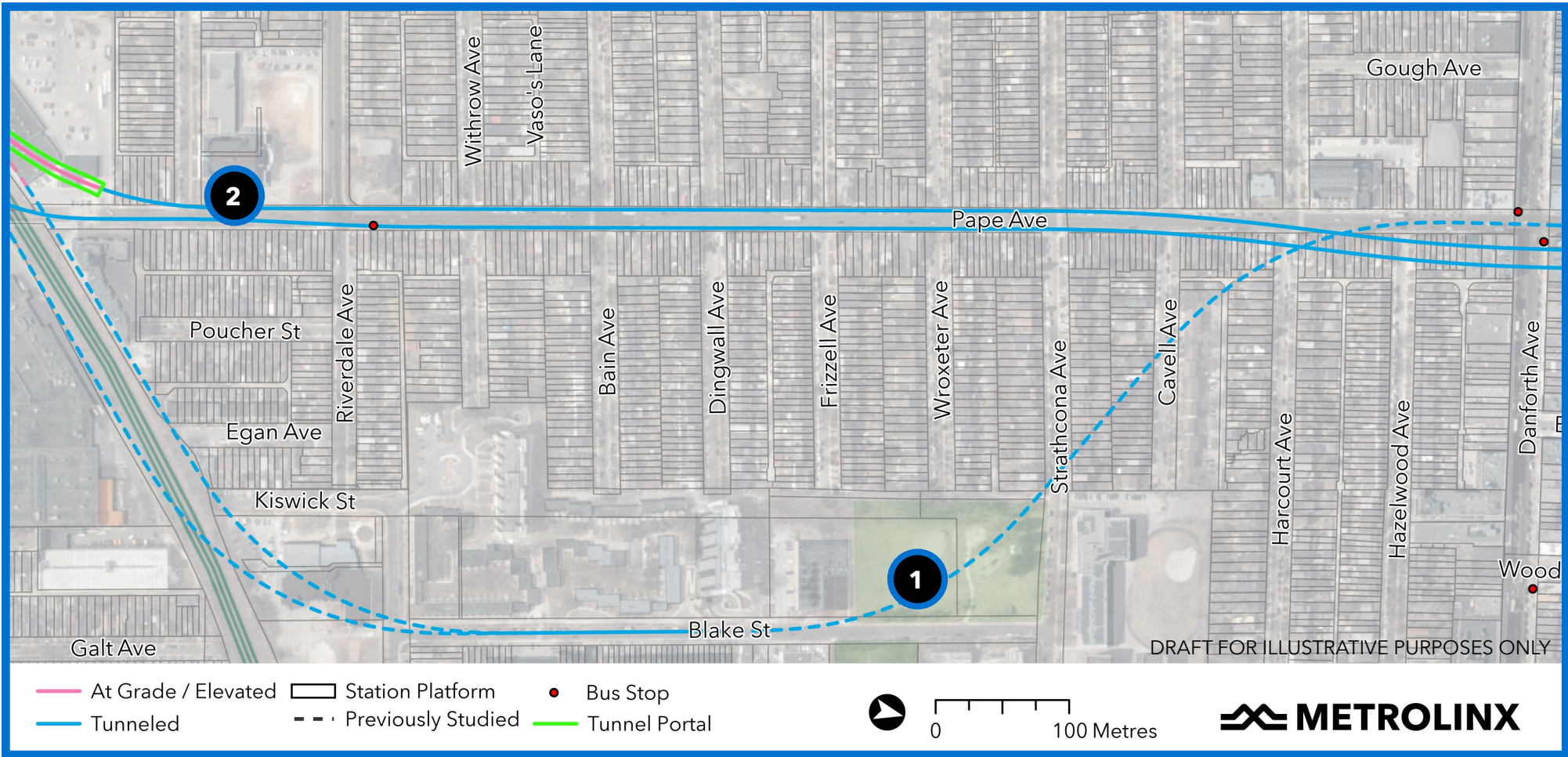
**1** Launch shafts and portals will be constructed on the north and south side of the existing GO tracks for the beginning of the Ontario Line tunnels. From here, the tunnel boring machines will begin to work their way north, toward Pape Station.



**2** Much of the space to be used for the portal and construction is currently paved over for parking. Metrolinx will work with local business owners to minimize the impacts of construction on their properties.



# Pape South



Work is anticipated to begin after financial close for the Northern Civil, Stations and Tunnel procurement package.

**1** By repositioning the station platforms at Gerrard, teams were able to eliminate a wide loop that would have been needed to allow proper curvature for trains to turn towards Pape. This will reduce travel times and lessen property impacts.

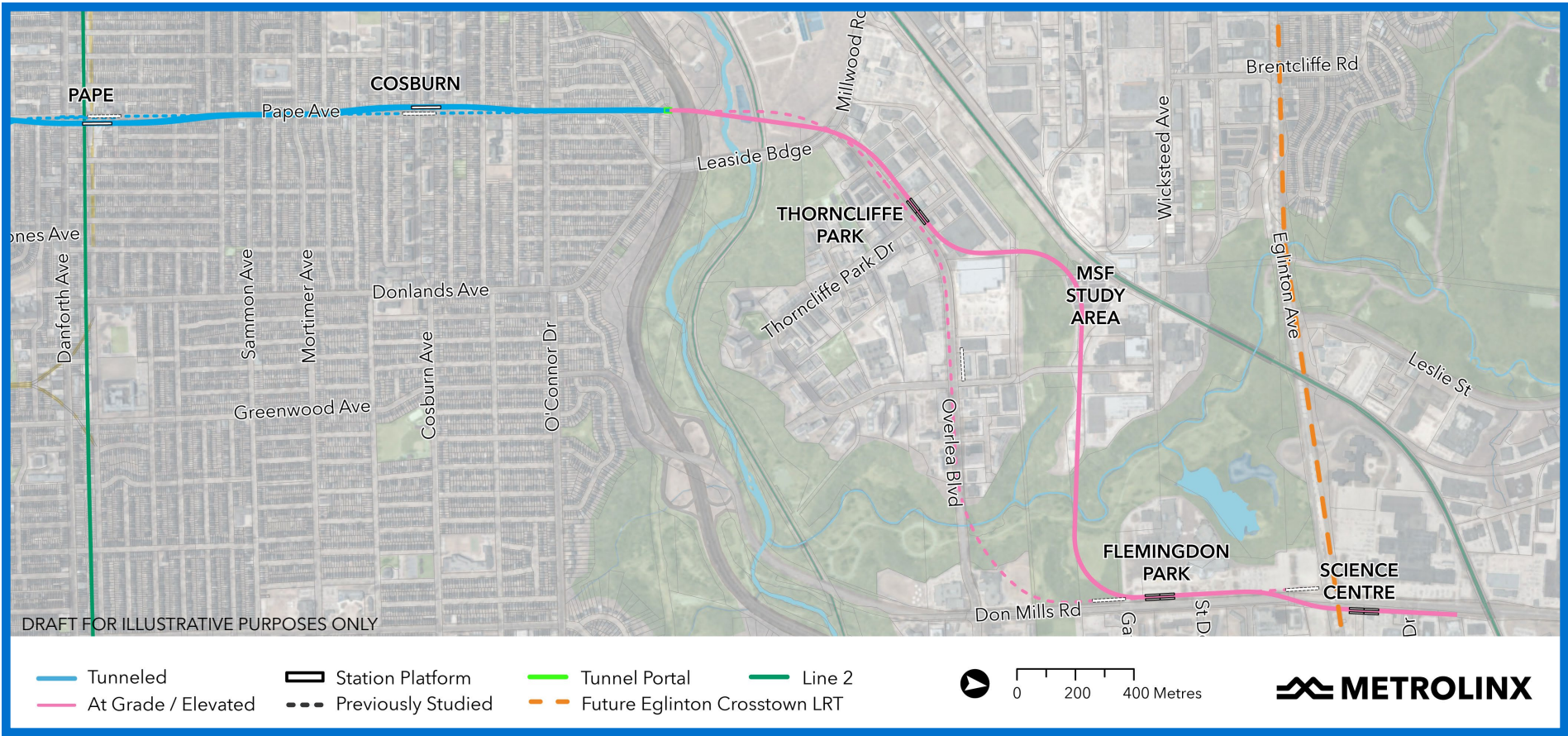
**2** As it descends, the tunnel is expected to run under a small corner of the Pape Avenue Junior Public School's yard. The property will be protected, with access maintained throughout construction and robust safety standards in place.



# Neighbourhood Updates - North

## Pape to Science Centre

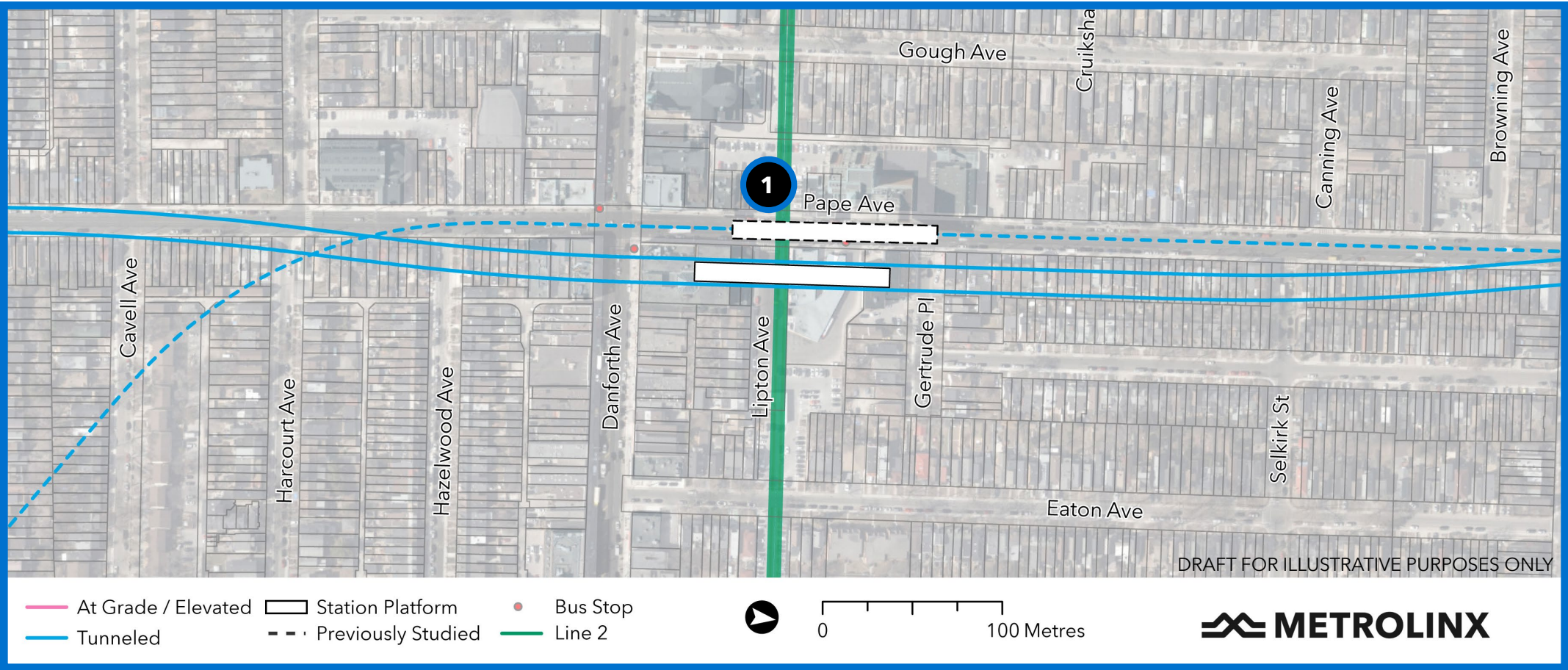
The following maps show refinements to the alignment, or route of the line, and the proposed location of station platforms. Station entrance buildings and initial designs will be shared as new information is available. Teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.



The northern portion of the Ontario Line will offer connections to both the Line 2 subway and the Eglinton Crosstown LRT, along with many bus routes in between. It will extend rapid transit service to the densely populated Thorncliffe Park and Flemingdon Park neighbourhoods, reducing commute times and congestion for local residents. For example, a trip from Thorncliffe Park to King and Bay that currently takes 42 minutes is expected to take 26 minutes.



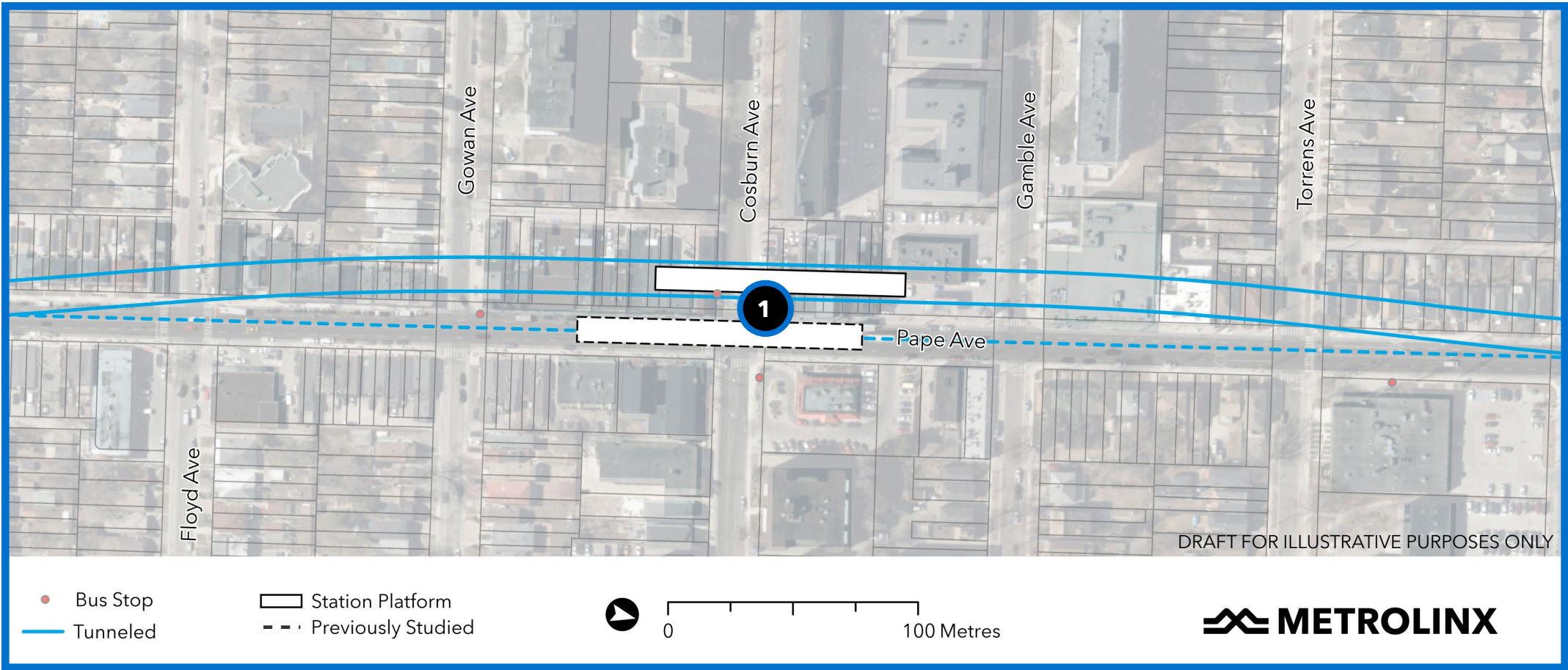
# Pape



Work is anticipated to begin after financial close for the Northern Civil, Stations and Tunnel procurement package. Due to the complex nature of constructing this interchange station, some work may be advanced as early works.

- 1 Connecting to Line 2 at Pape Station, the Ontario Line brings customers to the vibrant Greektown neighbourhood and its many restaurants, shops and markets, rich in culture and hospitality. By positioning the Ontario Line station out of the street and straddling Line 2, impacts to area traffic during construction are reduced and customers will have smoother transfers between the lines once the Ontario Line is operational.  
By giving Line 2 riders another way to get downtown, the Ontario Line is expected to reduce overcrowding at Bloor-Yonge Station by 19%. It is also expected to reduce crowding on the busiest section of Line 2 by 22%.

# Cosburn

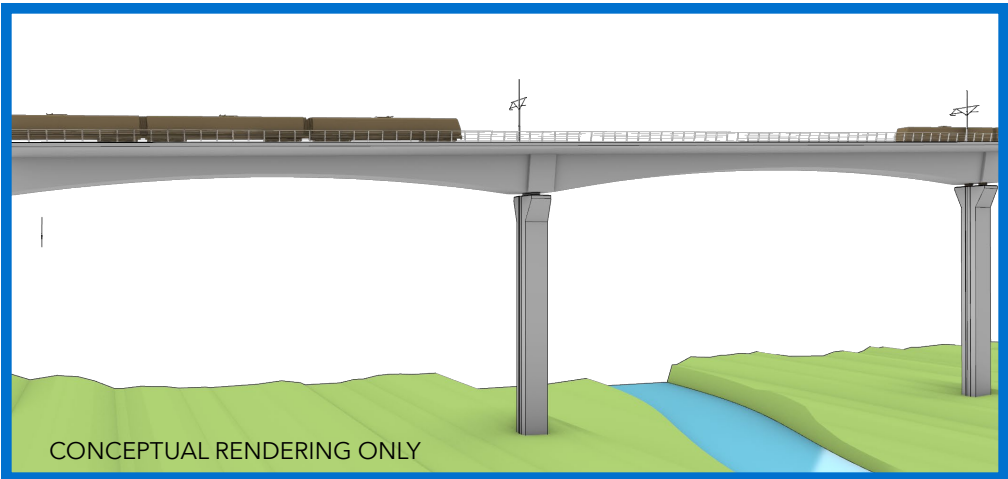
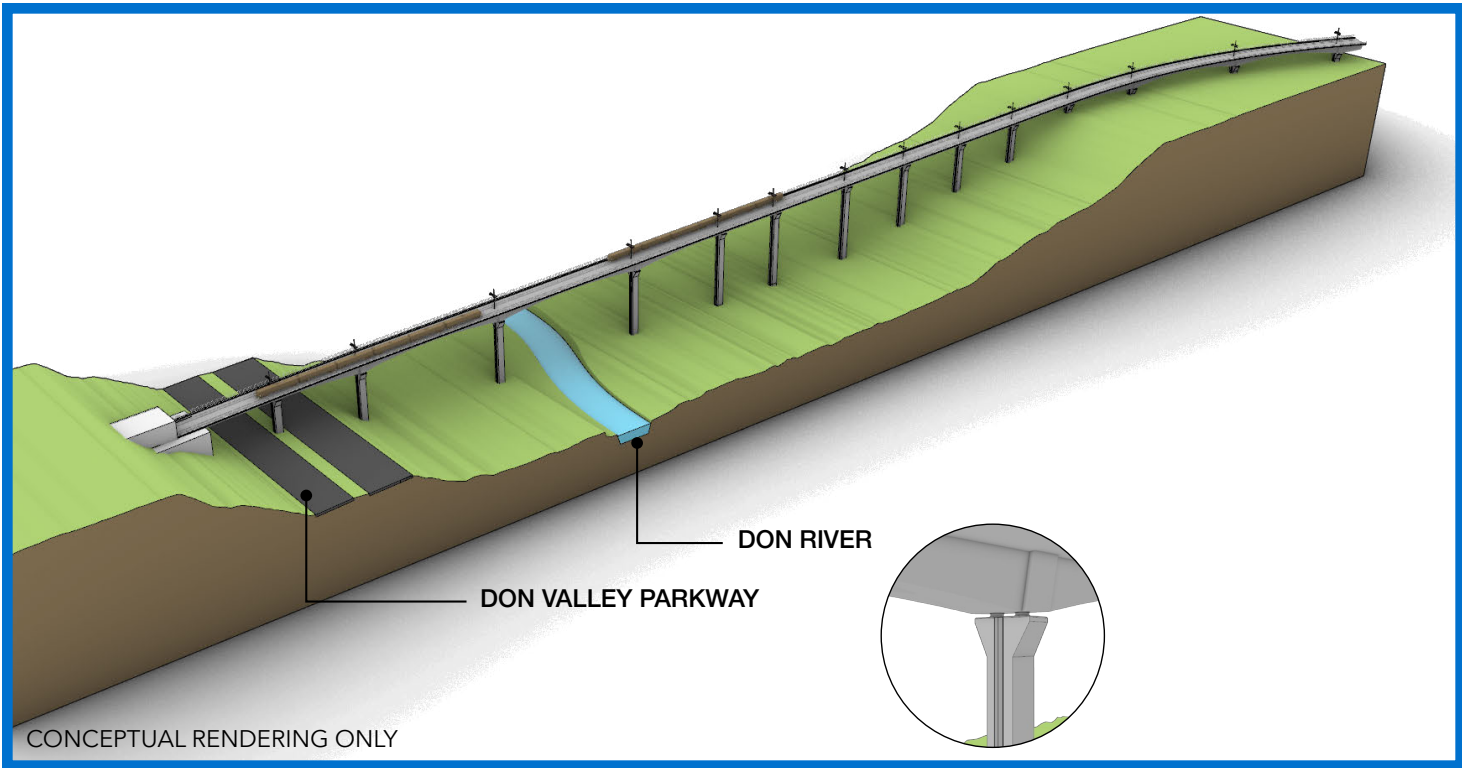


Work is anticipated to begin after financial close for the Northern Civil, Stations and Tunnel procurement package.

**1** Arriving at Cosburn, the subway brings customers to Pape Village and East York. By positioning the station west of the street, fewer of the buried utilities will need to be relocated, including the recently upgraded water main. While the property requirements for this approach are comparable to what would have been needed if the station were built directly under the street, imposing fewer construction impacts on area traffic is an added benefit. Property requirements are still being finalized. Metrolinx will only acquire property necessary for the project and strive to minimize the impacts of construction.

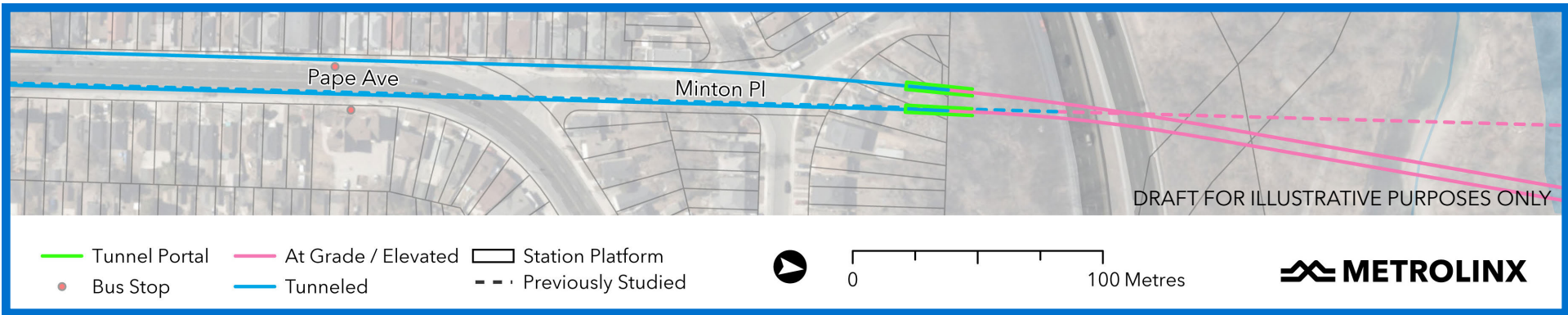


# Don Valley Crossing



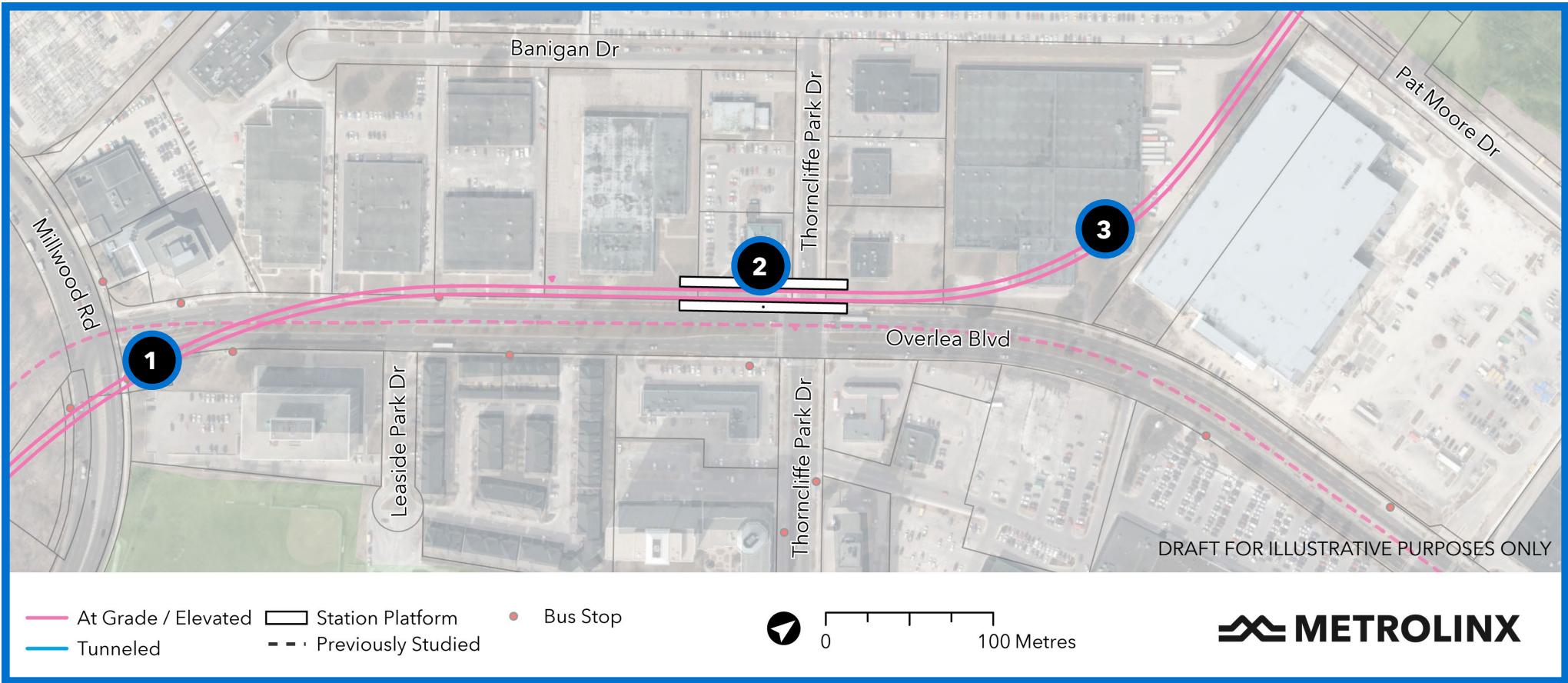
This underground section will emerge from the southern embankment of the Don Valley at Minton Place, west of the Leaside Bridge, on an elevated structure that will connect it to Thorncliffe Park and points north.

Using modern bridge construction techniques, the visual and environmental impacts of the structure will be minimized.



Work is anticipated to begin after financial close for the Northern Civil, Stations and Tunnel procurement package.


# Thorncliffe Park



**1** After crossing the valley, the Ontario Line crosses Millwood Road and runs along Overlea Boulevard on an elevated guideway. This is possible because of the wider street layout, and it avoids the need for disruptive tunnelling activities.

**2** The station located at Thorncliffe Park Drive brings higher-order transit to a community that is expected to grow significantly in the years to come.

**3** Instead of the original plan to proceed along Overlea Boulevard after the station, the Ontario Line will turn to the north and run adjacent to the nearby hydro corridor, on its way north which reduces community impacts and is a better fit for the neighbourhood.

 Work is anticipated to begin after financial close for the Northern Civil, Stations and Tunnel procurement package.



CONCEPTUAL RENDERING OF ELEVATED GUIDEWAY

**4** The guideway will feature a design that fits into its surroundings. Concepts will be shared in the coming months.



# Maintenance & Storage Facility



REPRESENTATIVE RENDERING - EGLINTON CROSSTOWN MAINTENANCE AND STORAGE FACILITY



Work is anticipated to begin after financial close for the Rolling Stock, Systems, Operations and Maintenance procurement package.

Metrolinx is exploring sites in the area to determine where it could situate a maintenance and storage facility for the line, which needs to accommodate 200 trains at opening and up to 250 trains to support future growth. As teams finalize plans for where this important facility will be located, they will engage with property owners from different areas to help select a site that minimizes community impacts while fulfilling the technical requirements for much-needed Ontario Line service.



# Flemingdon Park

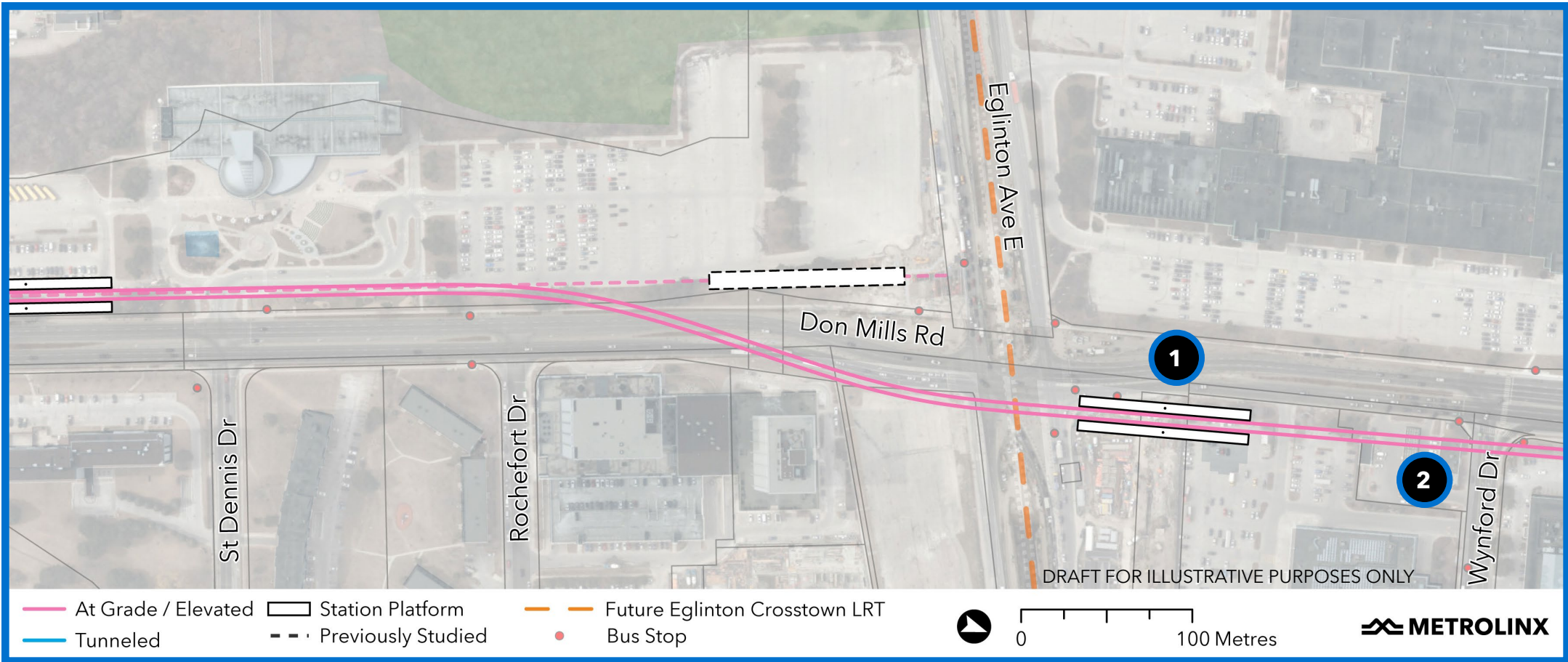


Work is anticipated to begin after financial close for the Northern Civil, Stations and Tunnel procurement package.

**1** From the Maintenance and Storage Facility, the line continues along the elevated guideway, turning north at Don Mills Road to a station that serves the Flemingdon Park community. The station, located on the west side of Don Mills just north of Gateway Boulevard, has been positioned in an existing parking lot to reduce community impacts.

This station will help meet an already significant demand for transit. On weekdays, 28,900 TTC riders take the 25 Don Mills bus - the seventh-most used regular bus route in the city - and 12,800 take the 100 Flemingdon Park bus.

# Science Centre



Work is anticipated to begin after financial close for the Northern Civil, Stations and Tunnel procurement package.

**1** A new transit hub at the Science Centre Station will connect the Ontario Line to the Eglinton Crosstown LRT and frequent local and express bus services from the north. The station is elevated, located at the northeast side of Don Mills Road. This positioning will allow for better integration with the future TTC bus terminal at this site and potential future extension of the Ontario Line to the north.

**2** Tail tracks, north of the stations, will provide space for the storage of vehicles and protect for future expansion.

## **Community Stakeholders and Groups**

- **Aboriginal Labour Force  
Development Circle**

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**From:** [REDACTED]  
**Sent:** September-25-20 12:09 PM  
**To:** Indigenous Relations  
**Subject:** RE: The Ontario Line project

Hello and thank you for reaching out. I have sent your email to some of my organizations and First Nations that will be affected by the project and should I hear of any suggestions or recommendations I will bring them to your attention.

I will also seek their views on the possibility of you making a presentation at our next Board meeting if that is acceptable to you.

Again thank you (Niawen) for contacting us, this is very much appreciated.

Take care and stay safe.

[REDACTED]  
Aboriginal Labour Force Development Circle

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

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**From:** Indigenous Relations <[IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com)>  
**Sent:** Friday, September 25, 2020 11:40 AM  
**To:** [REDACTED]  
**Subject:** The Ontario Line project

Aanii [REDACTED],

I am writing on behalf of Metrolinx and its Community Relations team for the Ontario Line to share some information about the Ontario Line project and to find out how we can work with your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The



four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Metrolinx is releasing a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. We invite your members to [read our recent blogs](#) and [visit our website](#).

Last week, we also released the [Ontario Line Draft Environmental Conditions Report](#) for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. This is open to public feedback until October 17<sup>th</sup>.

Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We would welcome the opportunity to join any planned meetings your group is hosting over the next few months to meet with your group virtually, share more about the Ontario Line and answer any questions you may have.

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Miigwetch!

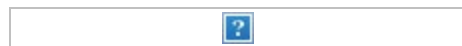
**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office

Metrolinx

10 Bay St | Toronto | Ontario | M5J 2W3

C: 416.274.3676



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## **Community Stakeholders and Groups**

- **Aboriginal Legal Services**

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**From:** [REDACTED]  
**Sent:** October-02-20 7:30 AM  
**To:** Indigenous Relations  
**Subject:** Re: The Ontario Line project

Good morning,

I am the Interim Executive Director for ALS. Thank you for reaching out. We appreciate the inclusion, however we suggest that TASSC can coordinate efforts of multiple service providers in the Indigenous community.

Thank you

[REDACTED]

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**From:** Indigenous Relations <[IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com)>  
**Sent:** 25 September 2020 11:32  
**To:** [REDACTED]  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** The Ontario Line project

Aanii [REDACTED] I,

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Miigwetch!

**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office

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C: 416.274.3676



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**From:** [Indigenous Relations](#)  
**To:** [Ontario Line](#)  
**Subject:** FW: The Ontario Line project  
**Date:** Friday, September 25, 2020 1:18:02 PM  
**Attachments:** [image003.png](#)

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**From:** Indigenous Relations  
**Sent:** Friday, September 25, 2020 11:38 AM  
**To:** [REDACTED]  
**Subject:** The Ontario Line project

Aanii [REDACTED],

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Miigwetch!

**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office

Metrolinx  
10 Bay St | Toronto | Ontario | M5J 2W3  
C: 416.274.3676



## **Community Stakeholders and Groups**

- **Anishnawbe Health  
Toronto**



**From:** [Indigenous Relations](#)  
**To:** [REDACTED]  
**Cc:** [Ontario Line](#)  
**Subject:** The Ontario Line project  
**Date:** Friday, September 25, 2020 11:41:51 AM  
**Attachments:** [image003.png](#)

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Aanii [REDACTED]!

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Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We would welcome the opportunity to join any planned meetings your group is hosting over the next few months to meet with your group virtually, share more about the Ontario Line and answer any questions you may have.

In the meantime, please encourage your members to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).  
Miigwetch!

**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office

Metrolinx

10 Bay St | Toronto | Ontario | M5J 2W3

C: 416.274.3676



## **Community Stakeholders and Groups**

- **Association for Native Development in the Performing and Visual Arts**

---

**From:** Indigenous Relations  
**Sent:** September-25-20 1:42 PM  
**To:** Aaron McMillan <Aaron.McMillan@metrolinx.com>  
**Subject:** FW: The Ontario Line project

**From:** [REDACTED]  
**Sent:** September-25-20 1:41 PM  
**To:** Indigenous Relations  
**Subject:** Re: The Ontario Line project

Hi Aaron,

Thank you for your email. Unfortunately, we cannot share with our networks unless we're in a partnership where ANDPVA gets paid to share info with its network. We do not have capacity to work or share info for free. If you ever want to delve deeper into a partnership, please let us know.

Miigwech / Thank you.

Best,

[REDACTED]

[REDACTED]

[REDACTED]



On Fri, Sep 25, 2020 at 11:33 AM Indigenous Relations  
<[IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com)> wrote:

Aanii [REDACTED],

I am writing on behalf of Metrolinx and its Community Relations team for the Ontario Line to share some information about the Ontario Line project and to find out how we can work with your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people



to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Metrolinx is releasing a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. We invite your members to [read our recent blogs](#) and [visit our website](#). Last week, we also released the [Ontario Line Draft Environmental Conditions Report](#) for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. This is open to public feedback until October 17<sup>th</sup>.

Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We would welcome the opportunity to join any planned meetings your group is hosting over the next few months to meet with your group virtually, share more about the Ontario Line and answer any questions you may have.

In the meantime, please encourage your members to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).

Miigwetch!

**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office

Metrolinx

10 Bay St | Toronto | Ontario | M5J 2W3

C: 416.274.3676



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## **Community Stakeholders and Groups**

- **Building Roots**

---

**From:** Ontario Line

**Sent:** September 28, 2020 10:02 AM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: Ontario Line Update September 23 2020

Hi [REDACTED],

Great to e-meet you all! We will be sure to touch base with your group as we implement future community engagement activities in the Moss Park neighborhood. We are committed to reaching communities that traditionally face barriers in participating in public dialogue so your expertise is certainly welcomed.

Last week, we released the [downtown segment update](#), which includes new information about the Ontario Line project from Osgoode station through Don Yard. This includes the Ontario Line stop at Moss Park. I have attached the relevant slide to this email for your information.

Here are some ways you and your members can get updates on the project:

- Email us at [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com).
- [Ask a question in our public forum](#) or through our [Contact Us form](#).
- Provide your feedback on the [Environmental Conditions Report](#) (comments accepted until October 17).
- If you have not already done so, please sign up for the [Ontario Line newsletter](#) to stay updated on the latest information.

Looking forward to staying connected. Have a great day.

Daryl

**Daryl Gonsalves**

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

C: (416) 843-3265





**From:** [REDACTED]  
**Sent:** Thursday, September 24, 2020 5:08 PM  
**To:** Ontario Line; [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: Ontario Line Update September 23 2020

Hi Daryl and all,

We're excited for the future this project can bring and how it can support our Moss Park community.

We have a strong connection with the residents and organizations in the area, and with lower overall engagement, we often play a role in supporting the connection of bigger projects so residents can have a say. I've cc'd [REDACTED] who manages our outreach, and can help pass along occasional information from you. If you'd like to work closer with us at some point to reach residents, many of whom have barriers to providing feedback, please let us know.

Organizationally of course we are also interested. I haven't checked recently but I believe our Market is the future location of a transit stop/station.

Perhaps you can send us the latest relevant documents on that? We're interested to see this as the best possible project it can be for the community, and we are long-standing believers of including food, art, and other community-building elements whenever a new development of some sort is happening.

If you ever have an opportunity to sponsor or partner on community work in Moss Park we'd be more than interested in talking as well.

best,  
[REDACTED]

On Wed, Sep 23, 2020 at 1:37 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Dear Building Roots,

I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Today, Metrolinx released the second segment of a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying

how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. This update focuses on the downtown segment of the Ontario Line, from Osgoode station through Don Yard. We invite your members to [read our blog](#) and [visit our website](#).

Last week, we also released the Ontario Line Draft Environmental Conditions Report for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. This is open to public feedback until October 17<sup>th</sup>.

Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We would welcome the opportunity to join any planned meetings your group is hosting over the next few months to meet with your group virtually, share more about the Ontario Line and answer any questions you may have. Given that major construction is not anticipated to begin until after the financial close is reached for the Southern Civil, Stations and Tunnel procurement package (projected for 2022), we will have many opportunities to connect and look forward to continuing to engage with your group. In the meantime, please encourage your members to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).

Finally, I wanted to introduce myself. My name is Daryl and I am part of the Ontario Line Community Relations Team. I'm the lead for the Moss Park, Corktown and East Harbour Station areas, but to keep consistency and simplicity for the community, our team all works from one email address:

[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

We look forward to connecting with you soon.

**The Ontario Line Community Relations Team**



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## **Community Stakeholders and Groups**

- **Campbell House Museum**



**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [Rodney Yee](#); [Merlin Yuen](#); [Josh Vandezande](#)  
**Subject:** Response to your feedback on the Ontario Line Draft Environmental Conditions Report  
**Attachments:** [REDACTED]

---

Thank you for sharing your feedback on the Draft Environmental Conditions Report for the Ontario Line. Please see attached for responses to your comments.



November 27, 2020

[REDACTED]

Director/Curator  
Campbell House Museum

**RE: Ontario Line Project - Response to Campbell House Museum Comments on the Cultural Heritage Report**

Dear [REDACTED],

Thank you for your letter dated October 1, 2020 outlining the Campbell House Museum's comments on the draft Cultural Heritage Report for the Ontario Line Project. We appreciate the detailed review and feedback. Please find attached our responses to the comments provided. We would like to meet with you and other representatives of the Campbell House, at your convenience, to further discuss these comments and our planned next steps.

Metrolinx looks forward to continuing to engage with the Campbell House Museum as design and planning of the Ontario Line continues. Please do not hesitate to contact me if you have any questions.

Regards,

A handwritten signature in blue ink, appearing to be 'James Francis', with a stylized flourish.

James Francis  
Manager, Environmental Programs and Assessment  
Metrolinx

cc: Rodney Yee, Metrolinx  
Merlin Yuen, Metrolinx  
Josh Vandezande, Metrolinx

Attachments: Table 1: Campbell House Museum Comment Response Table  
Ontario Line Draft Cultural Heritage Report and Preliminary Impact Assessment  
- Campbell House Museum Comments

Table 1: Campbell House Museum Comment Responses

Comment #	Review Comment	Metrolinx Response
1	<p>The division of the west and south segments of the Study Area at Osgoode Station obscures an understanding of the cultural heritage significance of the intersection (of Queen and University).</p> <p>Report does not adequately address the Queen &amp; University intersection and its related properties, as a distinct cultural heritage landscape with unique attribute especially the historical association and design connection between the Campbell House and Osgoode Hall properties.</p>	<p>Metrolinx recognizes the cultural heritage value of the Queen Street West and University Avenue intersection. University Avenue between Queens Park and Front Street is identified in the draft Cultural Heritage Report as a Cultural Heritage Landscape (OLW-136) having the potential to meet criteria in <a href="#">Ontario Regulation 10/06</a> under the <i>Ontario Heritage Act</i>. OLW-136 includes the Queen Street and University Avenue intersection and buildings on both the east and west sides of the street. Please refer to Appendix E, page 73 of the draft Cultural Heritage Report for further details on OLW-136.</p> <p>The draft Cultural Heritage Report describes the contextual value of the Campbell House Museum (OLW-138), such as its location on the northwest corner of Queen Street West and University Avenue, and its appearance, vintage and associations with the legal profession complementing Osgoode Hall on the opposite (northeast) corner of Queen Street West and University Avenue.</p> <p>Review of the known and potential built heritage resources and cultural heritage landscapes in the Ontario Line study area was completed in a holistic manner. However, due to the size of the Ontario Line study area, the approach for reporting was separated into three segments – Ontario Line West, Ontario Line South, and Ontario Line North – to promote readability. The intent of this report is to describe the existing heritage conditions within the Ontario Line Study Area.</p> <p>The draft Cultural Heritage Report includes 3 properties on the City of Toronto’s Heritage Register at the Queen and University intersection. The relationship between these properties and University Avenue is documented as part of the in OLW-136 streetscape, in Appendix E of the CHR. The OLW-136 description includes Campbell House and Osgoode Hall as potential heritage attributes of the streetscape.</p>
2	<p>The claim of “community engagement” is misleading if the only engagement was with the identified City of Toronto and Provincial ministries and agencies.</p> <p>Data collection would be more complete and accurate if the engagement included consultation with the building managers or other appropriate persons with authority for all buildings along the Ontario Line that are designated under Part IV of the Ontario Heritage Act</p>	<p>Community engagement for the Project is an ongoing effort, and an integral part of Project planning. The draft Cultural Heritage Report summarizes input from community engagement and outlines the process that commenced in early 2020. The following subsections are included in Section 5, Community Engagement, of the report: Section 5.1 outlines the agencies and stakeholders contacted in order to obtain input as part of the identification of built heritage resources and cultural heritage landscapes; Section 5.2 outlines Metrolinx’s approach to public consultation; Section 5.3 describes future anticipated public meetings; and Section 5.4 identifies that meetings can be arranged between a community or special interest group and Metrolinx to discuss the draft Cultural Heritage Report.</p> <p>No comments related to cultural heritage were received through Metrolinx outreach efforts, including public information centres, during the time of the production of the draft Cultural Heritage Report. Cultural heritage-related comments received as part of the 30-day public review period for the draft Environmental Conditions Report, including these comments, will be included in the final Cultural Heritage Report. Section 5, Community Engagement will be updated accordingly. Metrolinx is also planning targeted outreach to persons with authority for known or potential heritage properties in proximity to the Project.</p>



		<p>Metrolinx would appreciate any information the Campbell House Museum is willing to provide that would enhance understanding of the potential heritage attributes of the intersection and adjacent properties. We will endeavour to include this information in the final Cultural Heritage Report.</p>
3	<p>Contemporary buildings under 40 years old, such as the Four Seasons Centre for the Performing Arts, should also be considered if they have become cultural landmarks and/or display a high level of architectural merit.</p>	<p>Metrolinx recognizes the importance of the Four Seasons Centre and will work to avoid and mitigate impacts to this property to the greatest extent possible. The draft Cultural Heritage Report identifies all known or potential built heritage resources and cultural heritage landscapes in the Study Area based on research, the MHSTCI screening checklist Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes, historical summary of the development of the area, field reviews, and professional judgement .</p>
4	<p>Section states that a discussion with the Ministry of Heritage, Sport, Tourism and Culture Industries informed the Report’s “development of the range of mitigation measures based on the anticipated range of potential impacts for each identified built heritage resource and cultural heritage landscape.” This is a serious weakness in the Report. The Report’s author has simply applied all potential impacts to every property and stated the standard approach to mitigating every impact. This template approach to evaluating impacts and recommending mitigation gives the impression that any impact is acceptable, so long as Metrolinx applies a mitigation, even if only commemoration.</p> <p>The Report’s advice is limited because there is no attempt to identify those heritage properties or landscapes that are of such significance that their alteration or complete loss should not happen.</p> <p>Campbell House and Osgoode Hall are two such properties. Their age - almost 2 centuries old, their physical value, and their historical association should easily lead the consultant to the conclusion that these two properties should be protected from all impacts. The Report fails to give guidance to MX to ensure construction does not harm Campbell House and Osgoode Hall.</p>	<p>Metrolinx has adopted a comprehensive approach to describing a broad range of potential impacts of the Project, and corresponding mitigation measures, in order of preference from most to least preferred, in the draft Cultural Heritage Report. This approach was developed to address the requirements of O. Reg. 341/20 under the Environmental Assessment Act. MHSTCI provided input on the formatting and language of the early drafts of the Cultural Heritage Report.</p> <p>Project-specific impacts to built heritage resources and cultural heritage landscapes and recommended mitigation measures will be documented in forthcoming draft Early Works and Environmental Impact Assessment Reports, which will be shared for review and comment in accordance with O. Reg. 341/20.</p>

5	For Campbell House, the template approach, and related errors and omissions, are evident in both Appendix E and Appendix I.	Thank you for pointing out this omission. The interior attributes of Campbell House identified in By-Law 588-2010 will be included in the final Cultural Heritage Report.
6	<p>All interior attributes are at risk from the identified potential impacts of construction.</p> <p>It is my considered opinion that there is a possibility of damage due to construction vibration to interior heritage attributes, such as plaster ceilings, mouldings and rosettes, which are not itemized in Appendix E, and exterior attributes, such as the heritage masonry walls and chimney stacks, are also at risk.</p>	Potential impacts to Campbell House as a result of construction vibration, and corresponding mitigation measures to avoid or reduce these impacts, have been identified in Tables 6, 8, and 10 of the draft Cultural Heritage Report. Vibration impacts and mitigation will be updated in the Heritage Detailed Design Report (HDDR) based on the noise and vibration impact assessment that will be completed as part of the Environmental Impact Assessment Report.
7	The Report, having found no impacts and recommending the preferred option of “continued avoidance of the property,” then adds a note for Metrolinx to consult with the City prior to detailed design “regarding any physical impact to the Distillery District (HCD) [sic, emphasis added]” - an obvious example of thoughtless copy-and-paste.	Thank you for pointing out the error; this will be corrected in the final Cultural Heritage Report.
8	<p>Further, for any physical impacts, Metrolinx is advised to “[d]esign the Project to be consistent with the Policies and Guidelines set out in the Queen Street West Heritage Conservation District Plan including but not limited to Section 5, Heritage Attributes and District Guidelines.” This template advice is incomplete and misleading because it appears to prioritize the HCD Plan over the Part IV designation by-law specific to Campbell House, when the priority is the other way around.</p> <p>Section “5.1 Significant Architecture and Prominent Buildings” states, “In addition to the requirements of these Guidelines, the heritage attributes of properties that are ... designated under Part IV of the Ontario Heritage Act, as defined in their respective ... designation by-laws, should be maintained and enhanced in any proposed alteration to the property.” This is the key point, which should be expressed plainly in Appendix I, not buried in the Report’s cross-reference to the HCD Plan.</p>	Metrolinx acknowledges the heritage attributes identified under the Part IV designation and will revise the final report to more clearly reference both the Heritage Conservation District (HCD) Plan and Part IV designation.

9	<p>Alternative mitigation option D is for when avoidance of the property or options A, B or C are not feasible and if a physical impact cannot be avoided. Again and misleadingly, the Report advises that alterations should be “complementary and subordinate” to the HCD Plan.</p> <p>.. Incomplete and misleading template advice that again prioritizes the HCD Plan over the Part IV designation</p> <p>Again and misleadingly, the Report advises that alterations should be “complementary and subordinate” to the HCD Plan.</p>	<p>As noted in comment response #8, both the Part IV designation and the HCD Plan will be referenced in the Final Cultural Heritage Report.</p>
10	<p>When Table 12 addresses the potential adverse impact “E, Relocation of all or part of the building,” it fails both to acknowledge that the building was actually moved once in its existence and to address the matter of whether it could be moved again without losing its current heritage value as part of a unique cultural heritage landscape at Queen &amp; University.</p>	<p>The draft Cultural Heritage Report acknowledges that the Campbell House Museum was moved to its present location in 1972, under OLW-138 in Table 8.</p>
11	<p>With respect to the potential/anticipated impact “F. Demolition of all or part of the building,” it is my considered and professional opinion that demolition to any degree should not be contemplated and further, that the consultant has a responsibility to provide the same advice, based on the available evidence</p>	<p>The draft Cultural Heritage Report considers a full range of potential impacts, from avoidance through demolition. Metrolinx’s preference is to avoid impacts to known or potential heritage properties wherever possible. The Early Works and Environmental Impact Assessment Reports will identify anticipated property-specific impacts and corresponding mitigation.</p>
12	<p>If a vibration impact cannot be avoided, then alternative option A mitigation requires a range of actions, such as reviewing and establishing the structural condition of the building to determine if the structure is vulnerable to vibration impacts and establishing vibration limits based on various factors.</p> <p>This alternative mitigation is a good approach, but the Report does not specify the standards that will be applied to the exercise of establishing vibration limits.</p> <p>I strongly encourage Metrolinx to consider the German DIN standard to establish vibration limits for Campbell House and other heritage-designated structures along the Ontario Line if the DIN standard provides a higher standard of protection than the Toronto by-law for construction vibration.</p>	<p>The draft Cultural Heritage Report identifies that there may be indirect vibration impacts as a result of construction, and also identifies that the vibration limits to be applied will be identified based on factors such as building conditions and soil type.</p> <p>Metrolinx typically follows the <a href="#">Federal Transit Administration (FTA) manual guideline</a> for assessment of construction vibration, which matches the German DIN standard guideline at the lower end of the vibration frequency range. Metrolinx will be working to identify appropriate limits as design advances.</p>

**Comments for Draft Environmental Conditions Report – Cultural Heritage Report,  
for the Ontario Line Project**

**With focus on the heritage-designated Campbell House property (OLW-138) within the urban cultural  
heritage landscape at the intersection of Queen & University**

**Prepared by [REDACTED] Director/Curator, Campbell House Museum, 160 Queen St West**

**October 1, 2020**

**Context for comments about Cultural Heritage Report (“the Report”)**

Campbell House (OLW-138) sits on the northwest corner of the intersection of Queen & University. Built in 1822 for Chief Justice William Campbell, it is one of the oldest buildings in the City of Toronto. It was moved to this location in 1972 to be adjacent to Osgoode Hall, dating from the 1830s and home to the Law Society of Ontario, which William Campbell helped to found. At the time of Campbell House’s relocation, the grounds were landscaped to mirror the Osgoode Hall garden at the northeast corner, replicating its groves of trees and stone paths. Thus, for half-a-century, the Campbell House property has been an integral part of a consciously designed urban cultural heritage landscape at this special intersection. In addition, the treed parkland of Osgoode Hall and Campbell House together serve as the southern terminus of ceremonial University Avenue, with Queen’s Park as the northern terminus.

**Comments**

1. The division of the west and south segments of the Study Area at Osgoode Station obscures an understanding of the cultural heritage significance of the intersection (and also discourages an appreciation of the natural heritage value of this area for the downtown public). There are 3 heritage-designated properties at the intersection of Queen & University – Campbell House, Osgoode Hall, and the former Bank of Canada Building at the southwest corner, plus a major arts institution at the southeast corner – the Four Season’s Centre for the Performing Arts in a contemporary building recognized for the architectural excellence of its design. The Report does recognize the east and west side of the University Avenue streetscape from Front Street to Queen’s Park (OWL-136) and the South African War Monument, north of the intersection (OLW-137), and the Report also says on p 74 that Campbell House “complements Osgoode Hall” on the opposite corner; however, the Report’s evaluation of existing conditions does not adequately address the Queen & University intersection and its related properties, as a distinct cultural heritage landscape with unique attributes, especially the historical association and design connection between the Campbell House and Osgoode Hall properties. In 2017, in partnership with the University of Toronto Museum Studies program, Campbell House Museum produced an exhibit called “Look Both Ways: Life at Queen & University”; I would be happy to share information from this exhibit with Metrolinx or its consultant to assist in an understanding of the cultural heritage attributes of the intersection and adjacent properties.



## *ES.2 Methodology*

2. The Methodology, pp ii-iii, states that “community engagement as part of the data collection process was conducted.” The claim of “community engagement” is misleading if the only engagement was with the identified City of Toronto and Provincial ministries and agencies. There was no community engagement with me as the Director/Curator of Campbell House. Data collection would be more complete and accurate if the engagement included consultation with the building managers or other appropriate persons with authority for all buildings along the Ontario Line that are designated under Part IV of the Ontario Heritage Act (“OHA”). There should also be engagement with these persons at key Project stages.
3. The Methodology, p ii, refers to addressing resources over 40 years old; however, contemporary buildings under 40 years old, such as the Four Seasons Centre for the Performing Arts, should also be considered if they have become cultural landmarks and/or display a high level of architectural merit.
4. The Methodology, p ii, states that a discussion with the Ministry of Heritage, Sport, Tourism and Culture Industries informed the Report’s “development of the range of mitigation measures based on the anticipated range of potential impacts for each identified built heritage resource and cultural heritage landscape.” This is a serious weakness in the Report. The Report’s author has simply applied all potential impacts to every property and stated the standard approach to mitigating every impact. This template approach to evaluating impacts and recommending mitigation gives the impression that any impact is acceptable, so long as Metrolinx applies a mitigation, even if only commemoration. The Report’s advice is limited because there is no attempt to identify those heritage properties or landscapes that are of such significance that their alteration or complete loss should not happen.

Campbell House and Osgoode Hall are two such properties. Their age – almost 2 centuries old, their physical value, and their historical association should easily lead the consultant to the conclusion that these two properties should be protected from all impacts. The Report fails to give Metrolinx the guidance it needs to ensure construction does not harm Campbell House and Osgoode Hall.

## *Appendix E*

5. For Campbell House, the template approach, and related errors and omissions, are evident in both Appendix E and Appendix I. The cultural heritage value of Campbell House is evaluated in Appendix E, Table 9, “Description of Known ... Built Heritage Resources ...” The entry for the property, OLW-138, on pp 74-75, cites the heritage designation by-law and lists the exterior attributes, but omits all interior heritage attributes that are protected in the by-law. It is unusual to find the interior of a building protected by a by-law; the fact that Campbell House’s interior is

protected is an indication of its high cultural heritage value. The interior attributes are extensive and include, for example, 5 historic rooms on 3 floors, 5 brick fireplaces, plaster ceilings with mouldings and rosettes, wood paneling and trim throughout, semi-circular staircase, and fanlights. All interior attributes are at risk from the identified potential impacts of construction.

#### *Appendix I*

6. In Appendix I, Table 12: “Preliminary Project-Specific Impacts and Proposed Mitigation Measures ...,” the entry for the property, OLW-138, on pp 114-117, finds “1. No anticipated impacts from the Project.” It is my considered opinion that there is a possibility of damage due to construction vibration to interior heritage attributes, such as plaster ceilings, mouldings and rosettes, which are not itemized in Appendix E, and exterior attributes, such as the heritage masonry walls and chimney stacks, are also at risk. Please see below, comment #12, pp 4-5, for my detailed comments about the indirect adverse impact of vibration.
7. The Report, having found no impacts and recommending the preferred option of “continued avoidance of the property,” then adds a note for Metrolinx to consult with the City prior to detailed design “regarding any physical impact to the *Distillery District (HCD)* [*sic, emphasis added*]” – an obvious example of thoughtless copy-and-paste. (The Distillery District template error is repeated for OLW-134, the Bank of Canada building across the street from Campbell House.)
8. Also in Appendix I, Table 12, there are similar problems under “2. Potential direct adverse impacts,” with respect to alternative mitigation option A that applies to direct impact A, Encroachment. The alternative mitigation refers to the heritage attributes in both Appendix E and the Queen Street West Heritage Conservation District Plan (“HCD Plan”); however, as noted above, Appendix E omits the interior attributes. Further, for any physical impacts, Metrolinx is advised to “[d]esign the Project to be consistent with the Policies and Guidelines set out in the Queen Street West Heritage Conservation District Plan including but not limited to Section 5, Heritage Attributes and District Guidelines.” This template advice is incomplete and misleading because it appears to prioritize the HCD Plan over the Part IV designation by-law specific to Campbell House, when the priority is the other way around. By way of explanation, the HCD Plan, Section 3.3, defines contributing buildings as those that are characterized by most, if not all, of the listed elements. Campbell House clearly falls under the last element, “Exceptions,” which “stand out due to their architectural quality and/or their association to the history of the area.” The Section 5 introduction states that the Guidelines “apply only to the parts of the building or property that can be seen from the street ... and never to any interior work on a building” – which clearly cannot be the case for the exception of Campbell House with its protected interior attributes. Section “5.1 Significant Architecture and Prominent Buildings” states, “In addition to the requirements of these Guidelines, the heritage attributes of properties that are ... designated under Part IV of the Ontario Heritage Act, as defined in their respective ... designation by-laws, should be maintained and enhanced in any proposed

alteration to the property.” This is the key point, which should be expressed plainly in Appendix I, not buried in the Report’s cross-reference to the HCD Plan.

9. Alternative mitigation options B and C, which correspond to direct impacts B and C, like option A also omit Campbell House’s interior heritage attributes. Further, alternative option B advises that alterations should be “complementary and subordinate to the HCD’s cultural heritage value and heritage attributes” without specific reference to the attributes protected by Campbell House’s Part IV designation by-law – incomplete and misleading template advice that *again* prioritizes the HCD Plan over the Part IV designation.

Alternative mitigation option D is for when avoidance of the property or options A, B or C are not feasible and if a physical impact cannot be avoided. Again and misleadingly, the Report advises that alterations should be “complementary and subordinate” to the HCD Plan.

10. When Table 12 addresses the potential adverse impact “E, Relocation of all or part of the building,” it fails both to acknowledge that the building was actually moved once in its existence and to address the matter of whether it could be moved again without losing its current heritage value as part of a unique cultural heritage landscape at Queen & University.
11. With respect to the potential/anticipated impact “F. Demolition of all or part of the building,” it is my considered and professional opinion that ***demolition to any degree should not be contemplated*** and further, that the consultant has a responsibility to provide the same advice, based on the available evidence.
12. Table 12, “3. Potential indirect adverse impact from the Project” addresses “ A. Vibration impacts to the building related to the Project on or adjacent to the property.” The preferred option is to design the Project to avoid vibration damage to Campbell House, “including a sufficient buffer (within 250m) between Project components/activities and the building. Note, the vibration buffer will be refined once property-specific impacts/vibration study are known/completed.” If a vibration impact cannot be avoided, then alternative option A mitigation requires a range of actions, such as reviewing and establishing the structural condition of the building to determine if the structure is vulnerable to vibration impacts and establishing vibration limits based on various factors. This alternative mitigation is a good approach, but the Report does not specify the standards that will be applied to the exercise of establishing vibration limits. For example, the City of Toronto has a standard for regulating construction vibration (maximums in Table 1.0, Toronto Municipal Code Chapter 363-3.6, with conditional requirements), whereas the German DIN standard provides carefully calibrated thresholds for peak particle velocity relative to Hz frequency range that are categorized specifically for heritage buildings. I strongly encourage Metrolinx to consider the German DIN standard to establish vibration limits for Campbell House and other heritage-designated structures along the Ontario Line if the DIN standard provides a higher standard of protection than the Toronto by-law for construction vibration.

Please note that, in 2018, in response to stakeholder engagement, the Ministry of Tourism, Culture and Sport (now Ministry of Heritage, Sport, Tourism and Culture Industries) approved the use of the German DIN standard rather than the Toronto by-law maximums for the construction of the Interconnection Line for the White Pines Wind Project in Prince Edward County, where underground drilling through limestone was to happen adjacent to several heritage-designated properties. Subsequently, DNV GL – Energy, GL Garrad Hassan Canada Inc. was contracted by wpd Canada Corp. to prepare individual reports for each heritage-protected property along the Interconnection Line. The report for my property specified the DIN 4150-3 standard, category 3, for structures that have “a particular susceptibility to vibrations, do not correspond to those according to either of the structure categories [i.e., modern, newly constructed buildings] and are particularly worth preserving (e.g., listed building).” The report for my property further stated, “The DIN 4150-3 standard represents the most current standard encompassing building vibration and is currently the most restrictive standard available.”

### **Conclusion**

The Report should be revised to correct the errors and omissions discussed above and summarized below:

- Address the Queen & University intersection and its related properties as a distinct cultural heritage landscape with unique attributes, and document the cultural heritage value that Campbell House brings to this landscape.
- Consult with each building manager or other appropriate person who has authority for properties along the Ontario Line that are designated under Part IV of the OHA, to ensure that complete and correct data is collected. Ensure ongoing communication with these persons at key stages of the Project.
- Include contemporary buildings under 40 years old, such as the Four Seasons Centre for the Performing Arts, if they are cultural landmarks and/or display a high level of architectural merit.
- Identify those heritage properties and landscapes that are of such significance that their alteration or complete loss should not happen, such as Campbell House and Osgoode Hall.
- Include the protected interior attributes for Campbell House in Appendix E.
- Review all references in Appendix E to Heritage Conservation Districts to ensure that the correct HCD is referenced, for example, remove the reference to Distillery District in the entries for Campbell House and the Bank of Canada Building.
- In Appendix I, where a Part IV-designated building falls within an HCD, ensure that the protected attributes under Part IV are appropriately referenced and prioritized with respect to the relevant HCD. Determine whether the Part IV-designated building is an exception to the general characteristics of the HCD,



and if so, avoid routine cross-references to the HCD Plan that will be unhelpful or misleading to Metrolinx.

- Identify for Metrolinx the buildings and monuments which should not be demolished under any circumstances.
- Consider applying the German DIN standard to establish vibration limits provided they are not less protective than the Toronto by-law in the particular circumstance.

**From:** [Ontario Line](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Campbell House Museum comments on the DRAFT ECR - Cultural Heritage Report for the Ontario Line

---

Good morning [REDACTED]

Thank-you for providing your comments on the Draft Environmental Conditions Report – Cultural Heritage Report for the Ontario Line. We will review your comments and get back to you.

Regards,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

---

**From:** [REDACTED]  
**Sent:** Thursday, October 01, 2020 4:19 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** [REDACTED]  
**Subject:** Campbell House Museum comments on the DRAFT ECR - Cultural Heritage Report for the Ontario Line

Dear Metrolinx,

Please acknowledge receipt of this email, with my attached comments for the Draft Environmental Conditions Report – Cultural Heritage Report.

Thank you.

[REDACTED]  
Campbell House Museum  
[REDACTED]  
[REDACTED]

[www.campbellhousemuseum.ca](http://www.campbellhousemuseum.ca)

Connect with us: [@CampbellHouseTO](#)

[Lost & Found: Rediscovering Fragments of Old Toronto](#) - For the first time in over 50 years, a selection of architectural fragments salvaged from some of Toronto's most iconic buildings have returned to the downtown. This historical exhibit is now on display in the garden of Campbell House Museum. Visit us today! [#LostFoundTO](#)

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## **Community Stakeholders and Groups**

- **CF Toronto Eaton Centre**

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** October 14, 2020 2:27 PM  
**To:** [REDACTED]  
**Subject:** Re: Ontario Line - Impact Toronto Eaton Centre

Hello [REDACTED]

Ahead of our meeting tomorrow, I wanted to take a moment to share all the public information that has been released recently on our [website](#). You can find the downtown segment (Osgoode to Don Yard) neighbourhood updates [here](#).

Microsoft Teams offers us the ability to share our screen during the meeting and we usually present this information to help residents/property owners or managers understand the proposed alignment and station location better. Should you not be able to participate via the link and decide to call into the meeting, the information found on this link will make it easier for you to understand what we discuss tomorrow.

If you have any questions, do not hesitate to reach out to us.

We look forward to connecting tomorrow,

Thanks,  
Gurjeet

**Gurjeet Kaur**  
Community Relations and Issues Specialist - Ontario Line  
Metrolinx



**Safety Never Stops.**

---

**From:** [REDACTED]  
**Sent:** October 1, 2020 11:49 AM  
**To:** Ontario Line  
**Subject:** Re: Ontario Line - Impact Toronto Eaton Centre



Hi,

Gurjeet, that works out great!

Regards,



On Thu, Oct 1, 2020 at 10:58 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED]

Absolutely – we will stay connected with you throughout the course of the project and keep you updated on any developments. We can arrange for a meeting on October 15 at 2:30 p.m. for a quick introduction and to give you an overview of what is anticipated at this point.

Let us know if this works for you and we will send you a Teams invite shortly.

Sincerely,  
Gurjeet

**Gurjeet Kaur**  
Community Relations and Issues Specialist - Ontario Line  
Metrolinx



**Safety Never Stops.**

**From:** [REDACTED]  
**Sent:** Wednesday, September 30, 2020 5:26 PM  
**To:** Ontario Line  
**Subject:** Re: Ontario Line - Impact Toronto Eaton Centre

Hi Gurjeet,

It does not need to be immediately, but just wanted to know if something more would be communicated before any major impact started.

I am busy the rest of the week and next with meetings. But do have some time October 14/15 in the afternoon if that works to connect.

Regards,



On Wed, Sep 30, 2020 at 2:16 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED]

Thank you for reaching out.

We are happy to set up a meeting to address any questions you may have about the letter. Our Senior Manager, Josh Vandezande, is available tomorrow at 3:30 p.m. or Friday at 11:30 a.m. to connect. Let us know if either time works for you and we will send you a Teams invite.

Sincerely,  
Gurjeet

**Gurjeet Kaur**  
Community Relations and Issues Specialist - Ontario Line  
Metrolinx



**Safety Never Stops.**

**From:** [REDACTED]  
**Sent:** Wednesday, September 30, 2020 11:36 AM  
**To:** Ontario Line  
**Subject:** Ontario Line - Impact Toronto Eaton Centre

Hi,

Just following up on the letter from Josh on the Ontario line to the CF Toronto Eaton Centre.

Wondering if future meetings will be coordinated with the property team about the impact.

Regards,



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## **Community Stakeholders and Groups**

- **Chinatown Business Improvement Area (BIA)**



---

**From:** Ontario Line

**Sent:** September 25, 2020 1:35 PM

**To:** [REDACTED]

**Subject:** Ontario Line update: Downtown neighbourhood update released

Dear Chinatown BIA,

I hope this message finds you well. I am reaching out again to update you on this week's neighbourhood update. On Wednesday, Metrolinx released more information about the Downtown section of the Ontario Line (Osgoode to Don Yard).

**We invite your members to [read our blog](#) post about this week's Downtown neighbourhood update and [visit our website for more information](#).**

I would also like to introduce my colleague Bismah and fellow Ontario Line Community Relations Team Member who is the lead for the Osgoode and Queen station areas. For consistency and ease of communications with the community, our team all works from this one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). Please reach out to myself or Bismah at any time.

In case you or your members have not had the opportunity to sign up yet, I would like to again encourage you to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).

Caitlin

The Ontario Line Community Relations team



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**From:** Ontario Line  
**Sent:** September 17, 2020 3:27 PM  
**To:** [REDACTED]  
**Subject:** Ontario Line update - meeting request

Dear Chinatown BIA,

I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Today, Metrolinx released the Ontario Line Draft Environmental Conditions Report for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. We also began a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. **We invite your members to [read our blog](#) and [visit our website](#).**

Typically, we would be conducting open houses in neighbourhoods

along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. **We would welcome the opportunity to meet with your group virtually, share more about the Ontario Line and answer any questions you may have.** Please let me know if there is an opportunity to participate in an upcoming meeting or set up a call with our team.

We encourage people to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).

Finally, I wanted to introduce myself. My name is Caitlin and I am part of the Ontario Line Community Relations Team. I'm the lead for the Exhibition, King-Bathurst and Queen-Spadina station areas, but to keep consistency and simplicity for the community, our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). Please reach out at any time.

We look forward to connecting with you soon.

Caitlin

The Ontario Line Community Relations team



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## **Community Stakeholders and Groups**

- **Community Living Toronto**



---

[REDACTED]  
**Sent:** October 6, 2020 5:41 PM

**To:** Josh Vandezande <Josh.Vandezande@metrolinx.com>

**Cc:** Ontario Line <ontarioline@metrolinx.com>

**Subject:** RE: Ontario Line and CLT

Perfect. Lets do Friday at 11. Looking forward to it!

[REDACTED]  
[www.communitylivingtoronto.ca](http://www.communitylivingtoronto.ca)  
@CLToronto



---

**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>

**Sent:** October 6, 2020 5:35 PM

**To:** [REDACTED]

**Cc:** Ontario Line <ontarioline@metrolinx.com>

**Subject:** RE: Ontario Line and CLT

Friday works. I'm free at 9 or 11am or 2:30pm. I can send a meeting invite on Microsoft Teams so that we can share a couple quick slides as part of the discussion.

Let me know.

---

**From:** [REDACTED]

**Sent:** Tuesday, October 06, 2020 5:30 PM

**To:** Josh Vandezande <Josh.Vandezande@metrolinx.com>

**Cc:** Ontario Line <ontarioline@metrolinx.com>

**Subject:** RE: Ontario Line and CLT

Hey Josh –



## **Community Stakeholders and Groups**

- **Corktown Residents and Business Association**

---

**From:** Ontario Line  
**Sent:** October 19, 2020 10:04 AM  
**To** [REDACTED]  
**Subject:** RE: Attn: Josh --- RE: Corktown - Station Naming

Hi [REDACTED]

Thank you for your message, and it's great to e-meet you. My name is Daryl, and I am the Community Relations lead for the Moss Park, Corktown and East Harbour stations.

I have noted your email in our records. We welcome the opportunity to join any planned meetings the Corktown Residents and Business Association is hosting over the next few months to meet with your group virtually, share more about the Ontario Line and answer any questions. We reached out to the Corktown Residents & Business Association ([info@corktown.ca](mailto:info@corktown.ca)) on September 23, 2020 but perhaps the email was lost. Should we still be sending correspondence to [info@corktown.ca](mailto:info@corktown.ca) or is there a better email to reach out to?

The current names of stations are working names and subject to change. While we are still in the early stages of the project and many decisions are still pending, we appreciate your feedback and will share it with our project team. If you have not already, consider signing up for our [online newsletter](#) where we will detail all major announcements for the project.

Looking forward to staying connected,

**Daryl Gonsalves**  
Community Relations & Issues Specialist – Ontario Line  
Metrolinx: connecting our communities



---

**From:** [REDACTED]  
**Sent:** October 15, 2020 8:12 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Attn: Josh --- RE: Corktown - Station Naming

**Hello Josh,**



**This is a follow-up to Chris Glover's Town Hall.**

**#1.** I'm on the board of the **Corktown Residents & Business Association**. I just want to make sure that although Corktown does not have a **BIA** - that our business community is also part of the consultation process. My name and email should be on your records as a **CRBA contact**.

**#2.** As area historian, I agree that the Corktown stop should have a unique name such as *First Parliament Site*, but I would also like to see the name of "Corktown" somewhere as part of the Station. I'd appreciate being kept informed when the station naming process starts.

Regards

A black rectangular redaction box covering the signature of the sender.

~~~~~

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---

**From:** Ontario Line

**Sent:** September 23, 2020 1:38 PM

**To:** [REDACTED]

**Subject:** Ontario Line Update September 23 2020

Dear Corktown Residents and Business Association,

I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Today, Metrolinx released the second segment of a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. This update focuses on the downtown segment of the Ontario Line, from Osgoode station through Don Yard. We invite your members to [read our blog](#) and [visit our website](#).

Last week, we also released the Ontario Line Draft Environmental Conditions Report for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. This is open to public feedback until October 17<sup>th</sup>.

Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We would welcome the opportunity to join any planned meetings your group is hosting over the next few months to meet with your group virtually, share more about the Ontario Line and answer any questions you may have. Given that major construction is not anticipated to begin until after the financial close is reached for the Southern Civil, Stations and Tunnel procurement package (projected for 2022), we will have many opportunities to connect and look forward to continuing to engage with your group.

In the meantime, please encourage your members to subscribe to our e-newsletter to stay

updated on the latest Ontario Line developments. The form to subscribe is located [here](#). Finally, I wanted to introduce myself. My name is Daryl and I am part of the Ontario Line Community Relations Team. I'm the lead for the Moss Park, Corktown and East Harbour Station areas, but to keep consistency and simplicity for the community, our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

We look forward to connecting with you soon.

**The Ontario Line Community Relations Team**



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## **Community Stakeholders and Groups**

- **Distillery Historic District**



---

**From:** Ontario Line

**Sent:** September 23, 2020 1:39 PM

**To:** [REDACTED]

**Subject:** Ontario Line Update September 23 2020

Dear Distillery Historic District,

I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

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Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We would welcome the opportunity to join any planned meetings your group is hosting over the next few months to meet with your group virtually, share more about the Ontario Line and answer any questions you may have. Given that major construction is not anticipated to begin until after the financial close is reached for the Southern Civil, Stations and Tunnel procurement package (projected for 2022), we will have many opportunities to connect and look forward to continuing to engage with your group.

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updated on the latest Ontario Line developments. The form to subscribe is located [here](#). Finally, I wanted to introduce myself. My name is Daryl and I am part of the Ontario Line Community Relations Team. I'm the lead for the Moss Park, Corktown and East Harbour Station areas, but to keep consistency and simplicity for the community, our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

We look forward to connecting with you soon.

**The Ontario Line Community Relations Team**



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## **Community Stakeholders and Groups**

- **Don Mills Residents Inc.**

---

**From:** Ontario Line  
**Sent:** September 30, 2020 1:44 PM  
**To:** [REDACTED]  
**Subject:** Ontario Line - updated information

Dear DMRI,

We're writing on behalf of Metrolinx and its Community Relations team to share updated information about the Ontario Line project.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest, with 15 potential stations.

Our [website](#) was recently updated with:

- the Ontario Line Draft Environmental Conditions Report
- Neighbourhood Updates for the west, downtown, and east segments of the line – the north segment will be posted soon
- a project timeline and procurement details.

Please [read our blog](#) and [sign up for our e-newsletter](#) to learn more.

Please share this information with your contacts and community. If you have any questions, please email [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) or submit your question through our website above.

Thank you,  
The Ontario Line Community Relations Team



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## **Community Stakeholders and Groups**

- **Don Valley Community Legal Services**

---

**From:** Ontario Line  
**Sent:** October 6, 2020 4:35 PM  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line - updated information

Hi Don Valley Community Legal Services staff,

Neighbourhood Updates for the north segment of the Ontario Line are now posted on [our website](#). Please share this information with your staff, clients, and community, and email [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) if you have any questions.

Thank you,  
The Ontario Line Community Relations Team

---

**From:** Ontario Line  
**Sent:** Wednesday, September 30, 2020 11:01 AM  
**To:** [REDACTED]  
**Subject:** Ontario Line - updated information

Dear Don Valley Community Legal Services staff,

We're writing on behalf of Metrolinx and its Community Relations team to share updated information about the Ontario Line project.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest, with 15 potential stations.

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- a project timeline and procurement details.

Please [read our blog](#) and [sign up for our e-newsletter](#) to learn more.

Please share this information with your staff, clients, and community. If you have any questions,

please email [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) or submit your question through our website above.

Thank you,  
The Ontario Line Community Relations Team



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## **Community Stakeholders and Groups**

- **Downtown Yonge BIA**



---

**From:** Ontario Line

**Sent:** September 23, 2020 1:43 PM

**To:** [REDACTED]

**Subject:** Ontario Line Update September 23 2020

Dear Downtown Yonge BIA,

I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

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In the meantime, please encourage your members to subscribe to our e-newsletter to stay

updated on the latest Ontario Line developments. The form to subscribe is located [here](#). Finally, I wanted to introduce myself. My name is Bismah and I am part of the Ontario Line Community Relations Team. I'm the lead for the Osgoode and Queen Station areas, but to keep consistency and simplicity for the community, our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

We look forward to connecting with you soon.

**The Ontario Line Community Relations Team**



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## **Community Stakeholders and Groups**

- **Flemingdon Health Centre**

---

**From:** Ontario Line  
**Sent:** September 30, 2020 11:01 AM  
**To:** [REDACTED]  
**Subject:** Ontario Line - updated information

Dear Flemingdon Health Centre staff,

We're writing on behalf of Metrolinx and its Community Relations team to share updated information about the Ontario Line project.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest, with 15 potential stations.

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- the Ontario Line Draft Environmental Conditions Report
- Neighbourhood Updates for the west, downtown, and east segments of the line – the north segment will be posted soon
- a project timeline and procurement details.

Please [read our blog](#) and [sign up for our e-newsletter](#) to learn more.

Please share this information with your staff, clients, contacts, and community. If you have any questions, please email [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) or submit your question through our website above.

Thank you,  
The Ontario Line Community Relations Team



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## **Community Stakeholders and Groups**

- **Fort York Neighbourhood Association**



**From:** [REDACTED]

**Sent:** October 8, 2020 2:02 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Re: Ontario Line update - meeting request

Hi Caitlin,

Thanks for following up. Yes, we all agreed we would cancel our separate meeting and attend the open house instead. Thanks again for letting me know about the open house. Look forward to seeing you there virtually :)

[REDACTED]

On Thu, Oct 8, 2020, 1:47 PM Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thank you for taking my call yesterday, it was a pleasure speaking with you. I wanted to follow up before cancelling our meeting on October 14, in lieu of MPP Glover's virtual open house on the 15th at 7 p.m., as I know you wanted to check-in with your fellow group members.

Please let me know how you would like to proceed. I look forward to hearing from you.

Caitlin

The Ontario Line Community Relations team

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**From:** Ontario Line  
**Sent:** October 6, 2020 2:44 PM  
**To:** Fort York Neighbourhood Association  
**Subject:** RE: Ontario Line update - meeting request

Hi [REDACTED]

Thank you for your quick response. I will give you a call tomorrow around 11 a.m. and look forward to speaking with you.

Have a great day!

Caitlin

The Ontario Line Community Relations team



**From:** [REDACTED]  
**Sent:** Tuesday, October 06, 2020 12:37 PM  
**To:** Ontario Line  
**Subject:** Re: Ontario Line update - meeting request

Hi Caitlin,  
Sure please feel free to call me at [REDACTED] I'm free today after 2pm or tomorrow before noon.

[REDACTED]

On Tue, Oct 6, 2020, 11:42 AM Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

I hope this message finds you well! I am writing to follow up on our upcoming meeting scheduled for Wednesday, October 14 at 6 p.m. Would I be able to give you a call to touch base and discuss some of the meeting details? I find it is often easier to talk over the phone as opposed to going back and forth over email.

If so, can you please provide me with the best number to reach you and a suitable time to call in the coming days?

Thank you very much for your time. I look forward to hearing from you.

Caitlin

## The Ontario Line Community Relations team

**From:** [REDACTED]  
**Sent:** Wednesday, September 23, 2020 7:59 AM  
**To:** Ontario Line  
**Subject:** Re: Ontario Line update - meeting request

Hi Caitlin,  
6:00 on Oct.14 works. Looking forward to meeting with you.

[REDACTED]

On Tue, Sep 22, 2020, 1:40 PM Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thank you for following up! Unfortunately we are not able to facilitate a meeting this Friday, September 25. Do you and your team have any availability to meet in the evening, 6 to 7 p.m., on either Tuesday, October 13 or Wednesday, October 14?

If so, please let me know and we will finalize a date and time and I will send over an invite with details and a link to meet via Microsoft Teams.

Thank you very much for your time. I look forward to hearing from you.

Caitlin

## The Ontario Line Community Relations team

**From:** [REDACTED]  
**Sent:** Tuesday, September 22, 2020 12:49 PM  
**To:** Ontario Line  
**Subject:** Re: Ontario Line update - meeting request

Hi Caitlin,  
Are you or your team available for an evening meeting during the week with our group? Around 6:30 or 7? The team is available this Friday if that works.

If you have a teleconference line or videoconference option we could use that would be great.

Thanks,



On Thu, Sep 17, 2020, 5:45 PM Ontario Line, <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Dear Fort York Neighbourhood Association,

I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Today, Metrolinx released the Ontario Line Draft Environmental Conditions Report for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. We also began a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. **We invite your members to [read our blog](#) and [visit our website](#).**

Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the

public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. **We would welcome the opportunity to meet with your group virtually, share more about the Ontario Line and answer any questions you may have.** Please let me know if there is an opportunity to participate in an upcoming meeting or set up a call with our team.

We encourage people to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).

Finally, I wanted to introduce myself. My name is Caitlin and I am part of the Ontario Line Community Relations Team. I'm the lead for the Exhibition, King-Bathurst and Queen-Spadina station areas, but to keep consistency and simplicity for the community, our team all works from one email address:

[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). Please reach out at any time.

We look forward to connecting with you soon.

Caitlin

The Ontario Line Community Relations team

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## **Community Stakeholders and Groups**

- **Friends of Flemington Park**

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**From:** Ontario Line  
**Sent:** September 30, 2020 11:01 AM  
**To:** [REDACTED]  
**Subject:** Ontario Line - updated information

Dear Friends of Flemingdon Park,

We're writing on behalf of Metrolinx and its Community Relations team to share updated information about the Ontario Line project.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest, with 15 potential stations.

Our [website](#) was recently updated with:

- the Ontario Line Draft Environmental Conditions Report
- Neighbourhood Updates for the west, downtown, and east segments of the line – the north segment will be posted soon
- a project timeline and procurement details.

Please [read our blog](#) and [sign up for our e-newsletter](#) to learn more.

Please share this information with your contacts and community. If you have any questions, please email [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) or submit your question through our website above.

Thank you,  
The Ontario Line Community Relations Team



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## **Community Stakeholders and Groups**

- **Gabriel Dumont Institute**

**From:** [Indigenous Relations](#)  
**To:** [Ontario Line](#)  
**Subject:** FW: The Ontario Line project  
**Date:** Friday, September 25, 2020 1:18:48 PM  
**Attachments:** [image003.png](#)

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**From:** Indigenous Relations  
**Sent:** Friday, September 25, 2020 11:34 AM  
**To:** [REDACTED]  
**Subject:** FW: The Ontario Line project

Aanii [REDACTED],

I am writing on behalf of Metrolinx and its Community Relations team for the Ontario Line to share some information about the Ontario Line project and to find out how we can work with your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Metrolinx is releasing a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. We invite your members to [read our recent blogs](#) and [visit our website](#).

Last week, we also released the [Ontario Line Draft Environmental Conditions Report](#) for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. This is open to public feedback until October 17<sup>th</sup>.

Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We would welcome the opportunity to join any planned meetings your group is hosting over the next few months to meet with your group virtually, share more about the Ontario Line and answer any questions you may have.

In the meantime, please encourage your members to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).  
Miigwetch!

**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office

Metrolinx  
10 Bay St | Toronto | Ontario | M5J 2W3  
C: 416.274.3676





## **Community Stakeholders and Groups**

- **Garden District Residents Association**

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**From:** Ontario Line

**Sent:** September 23, 2020 1:40 PM

**To:** [REDACTED]

**Subject:** Ontario Line Update September 23 2020

Dear Garden District Residents Association,

We are writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Today, Metrolinx released the second segment of a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. This update focuses on the downtown segment of the Ontario Line, from Osgoode station through Don Yard. We invite your members to [read our blog](#) and [visit our website](#).

Last week, we also released the Ontario Line Draft Environmental Conditions Report for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. This is open to public feedback until October 17<sup>th</sup>.

Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We would welcome the opportunity to join any planned meetings your group is hosting over the next few months to meet with your group virtually, share more about the Ontario Line and answer any questions you may have. Given that major construction is not anticipated to begin until after the financial close is reached for the Southern Civil, Stations and Tunnel procurement package (projected for 2022), we will have many opportunities to connect and look forward to continuing to engage with your group.

In the meantime, please encourage your members to subscribe to our e-newsletter to stay

updated on the latest Ontario Line developments. The form to subscribe is located [here](#). Finally, we wanted to introduce ourselves. Our names are Bismah and Daryl and we are members of the Ontario Line Community Relations Team. Daryl is the lead for the Moss Park, Corktown and East Harbour Station areas. Bismah is the lead for the Osgoode and Queen Station areas. To keep consistency and simplicity for the community, our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

We look forward to connecting with you soon.

**The Ontario Line Community Relations Team**



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## **Community Stakeholders and Groups**

- **Gooderham and Worts  
Neighbourhood Association**

---

**From:** Ontario Line

**Sent:** September 23, 2020 1:39 PM

**To:** [REDACTED]

**Subject:** Ontario Line Update September 23 2020

Dear Gooderham and Worts Neighbourhood Association,

I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Today, Metrolinx released the second segment of a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. This update focuses on the downtown segment of the Ontario Line, from Osgoode station through Don Yard. We invite your members to [read our blog](#) and [visit our website](#).

Last week, we also released the Ontario Line Draft Environmental Conditions Report for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. This is open to public feedback until October 17<sup>th</sup>.

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In the meantime, please encourage your members to subscribe to our e-newsletter to stay



updated on the latest Ontario Line developments. The form to subscribe is located [here](#). Finally, I wanted to introduce myself. My name is Daryl and I am part of the Ontario Line Community Relations Team. I'm the lead for the Moss Park, Corktown and East Harbour Station areas, but to keep consistency and simplicity for the community, our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

We look forward to connecting with you soon.

**The Ontario Line Community Relations Team**



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## **Community Stakeholders and Groups**

- **Grange Community Association**

---

**From:** Ontario Line

**Sent:** September 25, 2020 12:28 PM

**To:** [REDACTED]

**Subject:** Ontario Line update: Downtown neighbourhood update released

Dear Grange Community Association,

I hope this message finds you well. I am reaching out again to update you on this week's neighbourhood update. Today, Metrolinx released more information about the Downtown section of the Ontario Line (Osgoode to Don Yard).

**We invite your members to [read our blog](#) post about this week's Downtown neighbourhood update and [visit our website for more information](#).**

I would also like to introduce my colleague Bismah and fellow Ontario Line Community Relations Team Member who is the lead for the Osgoode and Queen station areas. For consistency and ease of communications with the community, our team all works from this one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). Please reach out to myself or Bismah at any time.

In case you or your members have not had the opportunity to sign up yet, I would like to again encourage you to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).

Caitlin

The Ontario Line Community Relations team



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**From:** Ontario Line  
**Sent:** September 17, 2020 3:38 PM  
**To:** [REDACTED]  
**Subject:** Ontario Line update - meeting request

Dear Grange Community Association,

I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Today, Metrolinx released the Ontario Line Draft Environmental Conditions Report for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. We also began a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. **We invite your members to [read our blog](#) and [visit our website](#).**

Typically, we would be conducting open houses in neighbourhoods

along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. **We would welcome the opportunity to meet with your group virtually, share more about the Ontario Line and answer any questions you may have.** Please let me know if there is an opportunity to participate in an upcoming meeting or set up a call with our team.

We encourage people to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).

Finally, I wanted to introduce myself. My name is Caitlin and I am part of the Ontario Line Community Relations Team. I'm the lead for the Exhibition, King-Bathurst and Queen-Spadina station areas, but to keep consistency and simplicity for the community, our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). Please reach out at any time.

We look forward to connecting with you soon.

Caitlin

The Ontario Line Community Relations team



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## **Community Stakeholders and Groups**

- **Green Communities Canada**

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**From:** Ontario Line

**Sent:** September 30, 2020 10:52 AM

**To:** [REDACTED]

**Subject:** RE: Ontario Line project- A few questions

Hi there [REDACTED]

I hope this message finds you well.

Metrolinx has been releasing the latest updates on the Ontario Line project. This will be done in a phased approach based on the four segments of the Ontario Line: west, downtown, east and north. The [west segment \(Exhibition to Queen/Spadina\)](#), [downtown segment \(Osgoode to Don Yard\)](#) and [east segment \(Don River to Gerrard\)](#) [have been released](#). The north segment will follow shortly.

The latest updates include the [Environmental Conditions Report](#) (ECR), procurement process and [specific updates for each neighbourhood](#). Please note the last day to provide feedback on the draft ECR is October 17. Public feedback is shared with the project team, our private partners and if feasible, potentially incorporated into the project.

There are various ways you can provide feedback on the Ontario Line project:

- [Ask a question in our public forum](#). You can also email [OntarioLine@Metrolinx.com](mailto:OntarioLine@Metrolinx.com).
- Provide your comments on the [Environmental Conditions Report](#).
- If you have not done so, sign up for the [Ontario Line newsletter](#).

We look forward to staying connected,

The Ontario Line Community Relations team



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**From:** [REDACTED]

**Sent:** Monday, June 08, 2020 9:49 AM

**To:** Ontario Line

**Subject:** Re: Ontario Line project- A few questions

Thanks very much. I appreciate your response.

[REDACTED]

[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]

[www.ontarioactiveschooltravel.ca](http://www.ontarioactiveschooltravel.ca)  
[www.greencommunitiescanada.org](http://www.greencommunitiescanada.org)

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** June 8, 2020 9:44 AM

**To:** [REDACTED]

**Subject:** RE: Ontario Line project- A few questions

Hello [REDACTED]

Thank you for your email regarding the Ontario Line. In July 2019, Metrolinx released the Ontario Line [Initial Business Case](#) and a description of the proposed alignment or route, which includes the following:

*North of Gerrard, the Ontario Line drops into tunnel, with an interchange station with Line 2 Bloor-Danforth at Pape Avenue and Danforth. It continues north under Pape Avenue with a station at Cosburn Avenue. The line emerges in a portal on the cliff side above the Don Valley Parkway, west of the existing Leaside (Millwood) Bridge, approximately under Minton Place. The line crosses the Don Valley on a new bridge, and then continues on elevated guideway along Overlea Boulevard, to a station at Thorncliffe Park Drive.*

The precise alignment of the Ontario Line will evolve throughout the design and procurement as teams gather more information, including details on community and environmental impacts. Since December 2019, Metrolinx has been evaluating the underground conditions of the area where the subway will be built. The crews are collecting soil and rock samples for further testing by using a small drill to determine the approach for the construction of this project, and will support the creation of foundation designs and other structural plans.

In a recent update on Ontario Line procurement, [Minister Mulroney announced](#) that The Ontario Line is being delivered as three separate P3 contracts procured on a staggered basis to encourage active participation from the market and ensure the right teams are in place to successfully deliver the line. An RFQ for the design-build-finance contract for the northern segment of the Ontario Line, from Gerrard Station to the Ontario Science Centre is expected to be issued in early 2022.

We expect to be able to share an update on the plan and timelines for the Ontario line this summer. For more information, please visit our [website](#) and sign up for our e-newsletter.

Sincerely,  
Vanessa

**Vanessa Cheng**  
Team Lead, Community Relations – Ontario Line



**From:** [REDACTED]  
**Sent:** June-05-20 3:29 PM  
**To:** [REDACTED]  
**Subject:** Ontario Line project- A few questions

Hi [REDACTED]

Long time, no see! How are things?

I am working with a school in Flemingdon-Thorncliffe called Valley Park Middle School, and they are located beside the Overlea Blvd Bridge. It came up in a discussion today that construction of the Ontario Line will impact traffic around their school, and I decided to do a bit of reading and research to find out what that might look like.

I was reading this [article](#) and saw your name mentioned, and I thought I would reach out to see if you can answer a couple of questions for me.

- It looks like the Ontario Line route will follow Overlea Blvd across the bridge. Will the train be elevated here or at grade with the rest of the bridge?
- Right now, what kind of timelines are anticipated for construction to begin in the Don Mills/Overlea area?

Don't worry, I'm not looking to organize any fight against this project. Just looking to align other traffic-related requests from this school community with major construction projects in the area. I understand the Overlea Blvd bridge is also due for rehabilitation, so trying to piece the timelines of these different pieces together.

Thanks, and looking forward to hearing from you!

[REDACTED]

---

## **Community Stakeholders and Groups**

- **Lakeshore East Community  
Advisory Committee (CAC)**



**From:** [Josh Vandezande](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: LSE CAC Meeting following from Oct. 13th  
**Attachments:** [REDACTED]

---

Hi [REDACTED],

It's our turn to thank you for being patient as we worked to respond to the LSE CAC's questions. Please find draft minutes from the last meeting as well an updated feedback document which will also be included in the final ECR. You'll see that in many cases, we do not yet have enough info to fully respond. However, we can use this document to plan the agenda for our continuing dialogue about the Ontario Line.

Please let us know if you have any changes to the minutes so we can work with Carmen and the Toronto East team to finalize them.

Thanks  
Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

**From:** [REDACTED]  
**Sent:** Friday, October 23, 2020 3:06 PM  
**To:** Josh Vandezande <Josh.Vandezande@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>  
**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** LSE CAC Meeting following from Oct. 13th

Hi Josh & Ontario Line Team:

Thank you for your patience as we finalize our document, "*LSE CAC\_ECR Question for Feedback v1.1*," which contains our CAC question for follow up from our Oct. 13th meeting

on the draft ECR for the Ontario Line portion. We have included many questions we received from our community as well as some information brought forward in the City of Toronto Comments to Metrolinx on the draft ECR.

I am attaching it here. We ask that the ECR Teams please address our questions wherever possible so our community can understand the underlying data and methodologies behind the studies.

Have a relaxing weekend.

Sincerely,

[REDACTED]

Riverside/Leslieville Lead  
LSE CAC

November 27, 2020

Feedback & Questions on the Ontario Line draft *Environmental Conditions Report* for our Riverside/Leslieville rail corridor.

The draft Environmental Conditions Report (ECR) was carefully reviewed by our Lakeshore East Community Advisory Committee (LSE CAC) and here are some of the main points we’ve gathered to ask questions and give feedback to Metrolinx – and capture their answers to follow up on, on during this important consultation period.

We kindly request that wherever possible answers be given by ECR Teams and not Communications staff.

**Metrolinx appreciates the opportunity to provide further information about the Ontario Line and continue its dialogue with the LSE CAC and will use these questions to guide future discussions, particularly where project information is not yet available or sufficiently advanced to fully respond.**

| Conditions:      | Issues:                                                                       | Questions For Metrolinx:                                                                                                                                                                                                                                                                                                                      | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| Route Alignment: | The Ontario Line through Riverside/Leslieville should be <b>UNDERGROUND</b> . | 1. Please explain why the 2km section of track through Riverside/Leslieville must go above-ground, when the same route but underground alinement would be less invasive and less destructive on our neighbourhood, businesses and environment?                                                                                                | Community interests are at the heart of design decisions across the entire Ontario Line and Metrolinx will continue to work with the LSE CAC to understand and address concerns and questions.<br>Running Ontario Line trains within the joint rail corridor will actually result in fewer impacts to the Riverside and Leslieville communities compared to tunneling alternatives. By building and operating above-ground in this area we will significantly reduce community impacts, improve the customer experience and deliver long-needed improvements that shield residents and businesses from the rail corridor. As discussions with the LSE CAC and the broader public continue, we will bring forward more details about the impacts and benefits of various approaches to construction. We have refined plans based on input and feedback from the community and are committed to continuing those discussions in the interest of delivering an Ontario Line that is well-suited for all the neighbourhoods it will serve. |
| Route Alignment: |                                                                               | 2. From the ECR Area of Study, we can see that Metrolinx has not considered any alternative alignments, despite the motion Ex9.1 Amendments 19 and 20, passed by the City of Toronto in 2019, which states Mx must investigate underground routes through Leslieville. Why is Metrolinx ignoring the City directive and our community voices? |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Route Alignment: |                                                                               | 3. Why is Metrolinx not investigating an underground route in Riverside/Leslieville when a viable and shovel-ready underground route was developed by the City of Toronto for the Relief Line?                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Route Alignment: |                                                                               | 4. How can you call this process a ‘consultation’ when you are only advancing one design/route/alignment forward that clearly our communities do not want?                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Conditions:  | Issues:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Questions For Metrolinx:                                                                                                                                                                                                                                                                                  | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| Air Quality: | <p>"The assessment found that the Ontario Line South Study Area had the <b>highest</b> emission amounts of criteria air contaminants and greenhouse gases." Particularly, exceedances of the <i>Ambient Air Quality Criteria and Canadian Ambient Air Quality Criteria</i> standards of greenhouse gases: Benzene by <b>134%</b>, Benzo(a)pyrene by <b>208%</b>, and Benzo(a)pyrene at a whopping, <b>619%</b> of the standards." (From the ECR, pg. 143 and even noted in <b>RED</b>.)</p> <ul style="list-style-type: none"><li>• Even more concerning is that the Air Quality Study was performed in <b>May of 2020</b> – a period during pandemic lockdown when vehicular and rail traffic was the lowest emissions we’ve seen in half a century.</li></ul> | <p>1. How does Metrolinx plan to mitigate the air quality levels during years of construction emissions? The ECR has conflicting statements, one says no further air quality studies are needed (ES.F Future Studies) and pages 379,380 and 382 state that further studies will be done. Which is it?</p> | <p>The draft ECR provided information on ambient air quality levels collected prior to COVID-related changes to activities that influence air quality, which we received from the Ministry of the Environment, Conservation and Parks and Environment and Climate Change Canada. The exceedances noted in the draft ECR are similar across downtown Toronto and are common in urban centres. Many of these elevated contaminant levels are associated with fossil fuels that will be offset or reduced when more people choose public transit over driving. The Ontario Line subway vehicles will all be electric, and operation of the line will not introduce new emissions into the local airshed.</p> <p>Preliminary construction air quality impact mitigation measures have been identified in the Draft ECR which include but are not limited to: avoiding overlap of construction activities, minimizing the amount of construction equipment in concurrent operation to the extent feasible and implementing other best practices aimed at reducing potential air quality impacts. Additional studies will be completed to understand construction air quality impacts and propose mitigation, as part of the Environmental Impact Assessment Report and Early Works Reports.</p> <p>Since the Ontario Line trains will be powered by electricity, no operational impacts to air quality are anticipated. With the introduction of the Ontario Line, Metrolinx hopes to improve background air quality levels by allowing people to leave their cars at home and take transit instead.</p> |

| Conditions:  | Issues: | Questions For Metrolinx:                                                                                                                                                                                                                                                                     | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Air Quality: |         | 1. Will Metrolinx commit to re-doing the Air Quality study post-pandemic to accurately record these greenhouse gas levels?                                                                                                                                                                   | The draft ECR documents the existing environmental conditions within the Ontario Line Study Area. Traffic data used to estimate existing conditions was determined from vehicular traffic counts from 2017, 2018, and 2019. Note the "existing conditions" year is 2019 in the report. An annual growth rate of 1% was applied to the 2017 and 2018 data to produce comparable 2019 annual average daily traffic (AADT). The traffic and rail schedules from spring 2020 were not included due to the uncharacteristic traffic and rail operations as a result of the COVID-19 pandemic.                                                                        |
| Air Quality: |         | 2. Early Works report notes that Metrolinx will be removing trees and vegetation inside the corridor in 2021. Given the high levels of greenhouse gases in our south section, what are the net effects of the removal of the trees/vegetation within the transit right-of-way for emissions? | Impacts of vegetation removal will be assessed in forthcoming environmental studies including Early Works Reports and the Environmental Impact Assessment Report. Removals will be kept to a minimum and limited to within the construction footprint, based on careful consideration of construction access and laydown requirements. Following construction completion, areas will be restored and plantings will be undertaken in accordance with <a href="#">Metrolinx's Vegetation Guideline</a> .                                                                                                                                                         |
| Air Quality: |         | 3. Where in the ECR does the data/analysis show that South Area worse, as Tables 3-23 and 3-24 report for both West and South Study Areas? Can Mx confirm if there is a separate table for West, South or North area?                                                                        | As noted in Sections 3.3.4.1 and 3.3.3.1 of the draft ECR, Tables 3-32 and 3-24 apply to the entirety of the Ontario Line study area. Information regarding existing ambient air quality conditions were based on publicly available historical data from ambient air quality monitoring stations within proximity of the study area, locations are shown in Table 2-5 of the Existing Conditions Air Quality Report. As these stations monitor, in combination, all relevant contaminants for this assessment (since one station is unable to monitor all contaminants), the data analysis does not show segments of the study area to be 'worse' than others. |



| Conditions:                          | Issues:                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Questions For Metrolinx:                                                                                                                                                                 | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
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| <b>Air Quality:</b>                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 4. Can the final ECR - show a separate table for the three different Study Areas and also show the most recent emission levels reporting prior to Covid, during year 2019, if available? | <p>As noted in the previous response, Tables 3-32 and 3-24 apply to the entirety of the Ontario Line Study Area and cannot be separated as they the stations, in combination, monitor relevant contaminants for this assessment.</p> <p>The data used for the existing conditions air quality assessment was most recent. For the Air Quality National Air Pollution Surveillance Monitoring stations used, data available spanned between 2011 and 2017. Traffic data was also used in the air quality assessment to inform vehicular traffic emissions from main roadways within the Study Area. Data used from the traffic assessment spanned between 2017 and 2019.</p> |
| <b>Air Quality &amp; Tree Canopy</b> | Riverdale and Leslieville has 22.5% tree canopy coverage on average. The City of Toronto average ranges from 28.4-31% (2018). The above grade Ontario Line is anticipated to remove approximately X= how many acres of trees which could drop the tree canopy coverage below 20%. Metrolinx has no plans to replace any trees inside the rail corridor. This work is expected to start Spring 2021. The trees will be replaced with a large continuous noise wall. | 1. How does Metrolinx plan to ensure our tree canopy coverage falls within the city range from 28.4% to 31%.                                                                             | <p>Metrolinx is working to preserve surrounding vegetation in areas where we are building, to the greatest extent possible. Removals will be kept to a minimum and limited to within the construction footprint, based on careful consideration of construction access and laydown requirements. Following construction completion, areas will be restored and plantings will be undertaken in accordance with <a href="#">Metrolinx's Vegetation Guideline</a>.</p>                                                                                                                                                                                                        |
| <b>Air Quality &amp; Tree Canopy</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 2. Is the Arborist Report completed? Why is it not included in the draft ECR for public review and feedback?                                                                             | <p>Arborist reports will be completed as part of forthcoming environmental reports, once design details are sufficiently advanced, and will be shared with the public as soon as they are available.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| Conditions:                                         | Issues: | Questions For Metrolinx:                                                                                                                                                            | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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| Air Quality & Tree Canopy                           |         | 3. When will the Arborist Report be released to the public?                                                                                                                         | See above                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|                                                     |         | 4. When will the public have access to the <b>Vegetation Inventories/Surveys</b> that they will submit to the City of Toronto?                                                      | See above                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Air Quality & Tree Canopy Air Quality & Tree Canopy |         | 5. Given the high levels of greenhouse gases in the south area, will Metrolinx report on the net effect of trees removal (permanent/temporary) on air emissions for the South Area? | Further information will be provided as part of future environmental reports.                                                                                                                                                                                                                                                                                                                                                                                                        |
| Air Quality & Tree Canopy                           |         | 6. What percentage of trees will be replaced inside the rail corridor?                                                                                                              | Removals will be based on careful consideration of operational requirements and our commitment to safety. As part of our commitment to better shield communities living alongside the joint rail corridor from all rail operations, including GO and VIA services, we will add effective, well-designed sound barriers, landscaping, and new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it. |
| Air Quality & Tree Canopy                           |         | 7. What percentage of trees will be replaced outside the rail corridor?                                                                                                             | Removals will be kept to a minimum and limited to within the construction footprint, based on careful consideration of construction access and laydown requirements. Following construction completion, areas will be restored and plantings will be undertaken in accordance with <a href="#">Metrolinx’s Vegetation Guideline</a> .                                                                                                                                                |
| Air Quality & Tree Canopy                           |         | 8. What is the timeline for removing trees from the parks on either side of the rail corridor between Dundas and Queen?                                                             | Details about construction timelines and anticipated impacts will be shared before the end of December 2020.                                                                                                                                                                                                                                                                                                                                                                         |

| Conditions:               | Issues:                                                                                                             | Questions For Metrolinx:                                                                                                                                                                                              | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Air Quality & Tree Canopy |                                                                                                                     | 9. Can Mx confirm our understanding of the Ecological Land Classifications? In the ECR (Cultural Woodland, Cultural Meadow and Cultural Hedgerows” are these designated natural areas?                                | The Ecological Land Classification (ELC) system used within this report follows the Ministry of Natural Resources and Forestry’s (MNR) system of defining ecological units on the basis of bedrock, climate, physiography, and corresponding vegetation. The ELCs that occur within the Study Areas (Cultural Woodland, Cultural Meadow, and Cultural Hedgerows) are types of ELCs and not considered as Designated Natural Areas. Cultural vegetation communities’ structure, composition and development have been determined by human activity.                                                                                 |
| Air Quality & Tree Canopy |                                                                                                                     | 10. One of the OnCorr slides shows that vegetation will be removed in a section 7m from the centre line of the outermost track. What is <u>the total width</u> of the corridor that will have all vegetation removed? | Further details about required vegetation removals in the Lakeshore East joint corridor will be shared as planning and design advance. In addition to the well-designed sound barriers that we will be adding, landscaping new trees and greenery will significantly reduce the visibility of the corridor and the trains that will operate within it.                                                                                                                                                                                                                                                                             |
| Air Quality & Traffic:    | • Rail Emissions: Why does the report default to USA emission standards and not Canadian ones? Pg. 197, Table 3-28. | 1. Rail Emissions: Why does the report default to USA emission standards and not Canadian ones? Pg. 197, Table 3-28.                                                                                                  | Vehicular emissions were estimated using the United States Environmental Protection Agency’s (EPA) emissions modelling software MOVES 2014b. This modelling software provides comprehensive emissions rates for vehicular source types (passenger cars, motorcycles, long-haul trucks, etc.), speed bins, road types, and emission types (running emissions, idling emissions, tire wear, brake wear, etc.). MOVES 2014b is an industry accepted software used to model air emissions and the approach taken to assume vehicle fleet and fuel characteristics is accepted by the Ministry of Environment, Conservation, and Parks. |
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| Conditions:        | Issues:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Questions For Metrolinx:                                                                                                                                                                                   | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
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| Noise & Vibration: | <p>There are only 2 noise measurement receptors listed in Riverside/Leslieville; one at Wardell &amp; Cummings, and one at Pape/Langley. (In Metrolinx’s Noise Study from 2017, there were 14 noise receptors in the same 2km area.) The current stations locations are at Degrassi/Queen and Carlaw/Gerrard, yet there are no noise receptors in these areas to establish baseline measurements.</p> <ul style="list-style-type: none"><li>There are NO vibration receptors in Riverside/Leslieville at all, yet there are 3 stations and tunnel planned within our section.</li></ul> | 1. Why are there no noise receptors at Degrassi/Queen and Carlaw/Gerrard where the stations will be located?                                                                                               | <p>The baseline measurements conducted provide a sample of existing conditions which may be used for comparison with construction noise levels and to validate modelled project noise impacts. The assessment of construction and operational noise will incorporate many more points of reception and is based on modelling of current and future anticipated noise levels. Metrolinx is following the same methodology for noise and vibration as we have for previously assessed projects. We work closely with the Ministry of the Environment, Conservation and Parks to ensure that our approach to noise and vibration assessment is sound and in line with all applicable guidelines and regulations.</p> |
| Noise & Vibration: |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 2. Why are you not establishing noise baseline measurements around each station location?                                                                                                                  | <p>Sample noise measurements have been taken to inform baseline noise modelling and to inform model validation. The assessment of construction and operational noise will incorporate many more points of reception and is based on modelling of current and future anticipated noise levels. Metrolinx is following the same methodology for noise and vibration as we have for previously assessed projects. We work closely with the Ministry of the Environment, Conservation and Parks to ensure that our approach to noise and vibration assessment is sound and in line with all applicable guidelines and regulations.</p>                                                                                |
| Noise & Vibration: |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | 3. Why is the area around the noise study so narrow, when there are homes and businesses right next to these station locations, such as McGee, Strange, Saulter, Booth, Logan & Paisley? Or around Gerrard | <p>The study area was determined based on the representative alignment outlined in the initial business case. Segments of the study area that have narrow extents represent areas in which</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

| Conditions:        | Issues: | Questions For Metrolinx:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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|                    |         | <p>station in the north west, and south east? From COT comments on the draft ECR, the area of study: <i>“This remains of concern to the City. Further discussion requested on the approach to defining the study area; clarification is requested on the practical purpose of the report if it is not to document conditions in areas impacted by the Ontario Line project scope.”</i></p> <p>4. Will there be future baseline N&amp;V tracking in these areas?</p> <p>5. When will these studies be conducted?</p> <p>6. How does Mx plan on addressing the COT’s concerns?</p> | <p>there is greater certainty regarding the alignment whereas areas with a wider extent allow for additional flexibility in modifications to the alignment.</p> <p>As project planning and design progresses, noise and vibration impact studies will be undertaken in support of Early Works and Environmental Impact Assessment Reports. Draft Early Works Reports are anticipated to be shared with the public for review and comment starting in late 2020. The draft Environmental Impact Assessment Report is anticipated to be shared with the public for review and comment in 2021. Metrolinx and the City of Toronto are working collaboratively to address concerns.</p> |
| Noise & Vibration: |         | <p>7. Why are there <u>no vibration</u> measurement receptors in Riverside/Leslieville at all outdoors and indoors? There are vibration receptors listed throughout downtown buildings, but none our area. We have many heritage designated buildings and areas along the route and around each station.</p>                                                                                                                                                                                                                                                                     | <p>Vibration measurements were undertaken at locations which accommodate activities and equipment that are potentially more sensitive to ground borne noise and vibration than typical residential or commercial buildings. As project planning and design advance and further details on planned transit facilities are available, additional noise and vibration estimates or measurements will be considered for locations beyond those included in the draft Environmental Conditions Report.</p>                                                                                                                                                                               |
|                    |         | <p>8. As the route rises and descends through a tunnel at Pape/Langley, behind the public school, why are there no vibration receptors in this area?</p>                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>Please see response to question 7 above.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| Noise & Vibration: |         | <p>9. How will Mx address this outstanding omission of <u>Booth Avenue</u> in the N&amp;V study? The COT comments: <i>“We are concerned that some existing and future sensitive uses in close proximity to the proposed infrastructure are outside the study area. The</i></p>                                                                                                                                                                                                                                                                                                   | <p>Residential receptors on Booth Avenue are represented conservatively by the assessment of 2 Paisley Ave and 14 Wardell St assessment locations, which are considered to be potentially exposed to the worst-case noise and vibration within this segment of the study area.</p>                                                                                                                                                                                                                                                                                                                                                                                                  |



| Conditions:        | Issues: | Questions For Metrolinx:                                                                                                                                                                                                                                                                                                                                                                                                                       | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
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|                    |         | <i>following areas are of specific concern, given that they may expect to experience some noise/vibration transmission from the project: ■ Booth Avenue: residential homes are excluded from the study area <u>they are in direct line-of-sight from the rail corridor</u> and could be expected to experience some noise/vibration transmission from the project. Appendix B (PDF Pages 26, 29, 34)</i>                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| Noise & Vibration: |         | 10. Confirm the public will be able to review the finding of these further noise & vibration studies on Jimmie Simpson Centre and when? COT Comments: <i>For Council Item EC14.6- Save Jimmie Simpson Recreation Centre, Mx confirmed that they are continuing to do noise and vibration studies that will aid MX in defining a set of project requirements that will mitigate the proximity of the Ontario Line to the Recreation Centre.</i> | Additional noise and vibration studies are being completed in support of Early Works and Environmental Impact Assessment Reports. Draft Early Works Reports are anticipated to be shared with the public for review and comment starting in late 2020. The draft Environmental Impact Assessment Report is anticipated to be shared with the public for review and comment in 2021.                                                                                                                                                                                                                                                       |
|                    |         | 11. How does Metrolinx plan to address the mistake of placing noise receptors 3m above ground instead of 1.5m as standard?                                                                                                                                                                                                                                                                                                                     | <p>In public areas (e.g. not stationed in a relatively private residential property with the homeowner's permission), it is difficult to securely leave a noise monitor unattended without placing it out of reach. In addition to increasing the likelihood of keeping the unit in place, increasing the monitor height attracts less attention that may lead to erroneous noise data (e.g. talking by the unit, tapping or touching the unit).</p> <p>This placement falls between the standard day-time and night-time elevations for typical homes, corresponding to the outdoor living area and 2nd storey plane of window area.</p> |
|                    |         |                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
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| Conditions:                                       | Issues:                                                                                                                                                                                                                                                                          | Questions For Metrolinx:                                                                                                                                                                                                                                                                                                                                                                                                                                 | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| Natural Environment:<br>Green Space & Study Area: | The area of study is so narrow along the route, that it allows Metrolinx to skew the conditions and impacts (Noise, Vibration, Air Quality, Demographics, Community Resources, etc.) in/on our surrounding residential areas, particularly demographics and community resources. | 1. Will Metrolinx commit to further studies on the impacts, including construction, on all the open green spaces along our 2km corridor from Eastern to Pape? McCleary Playground, Jimmy Simpson Community Centre and park, Bruce Mackey Park, Tiverton Avenue Parkette, Gerrard Carlaw Parkette Dog park and green space kitty corner to the Gerrard Carlaw Parkette?                                                                                   | Metrolinx will be examining potential impacts to parks that may be affected by the Project as part of the Environmental Impact Assessment Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Natural Environment:<br>Green Space & Study Area: |                                                                                                                                                                                                                                                                                  | 2. Why were Morse school and Dundas Jr High school left out of the area of study? There are many children in the area that need access to parks and community facilities and who currently use the JS Community Centre and surrounding parks, and this is not being reflected in the report. (Study area 3.5 3.6 Community Amenities pg. 208 )                                                                                                           | Metrolinx will be examining potential impacts to schools that may be affected by the Project as part of the Environmental Impact Assessment Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| East Harbour Station:                             | Missing entirely from the release of the route and station locations is any indication of where the East Harbour Station will be located.<br><b>This is a glaring omission in the ECR.</b>                                                                                       | 1. When will this information be forthcoming? How can we be asked to give public feedback on this without knowing the important details; the station location and conditions, and how they will be mitigated?<br>2. Our CAC was told by Metrolinx last November that the reason the OL needed to be above-ground through Leslieville was because this alignment would allow for cross rail transferring at East Harbour Station. Is this still the case? | It is important to note the purpose and nature of the draft ECR. The Ontario Line Environmental Conditions Report adheres to the requirements laid out in Ontario Regulation 341/20 under the Environmental Assessment Act and outlines the current conditions in the Ontario Line study area. The report characterizes existing conditions for various environmental disciplines, including background/ambient levels of noise, vibration and air quality, and it includes a preliminary assessment of impacts that will be comprehensively analyzed in subsequent Early Works Reports and an Environmental Impact Assessment Report, per Ontario Regulation 341/20. These assessments rely on a specific level of design that is forthcoming, and releasing this information progressively is meant to facilitate |

| Conditions:                                                                                     | Issues:                                                                                                                                                                                                                  | Questions For Metrolinx:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
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|                                                                                                 |                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>more robust consultation while necessary planning work continues.</p> <p>The East Harbour station is a joint station that will serve both GO Transit and Ontario Line operations. It will also accommodate a future extension of the Broadview streetcar. Information regarding potential impacts and associated mitigation measures related to East Harbour Station will be included as part of the Environmental Impact Assessment Report.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Omission of 4<sup>th</sup> electrified track &amp; SmartTrack missing at Gerrard Station</b> | The maps and stations you have just released do not show the addition of a 4th electrified track which is referred to many times in the ECR, as well as the SmartTrack entryway/exit on the Gerrard station map outline. | <ol style="list-style-type: none"><li>1. When will Metrolinx be addressing the major detail about how 6 tracks consisting of mixed freight and passenger rail, will safely fit inside the existing corridor?</li><li>2. When will we have more details about these 2 complex and integral components of the Ontario Line planning? Why are you releasing maps without this information on them? How can we fairly give public feedback on this important design elements without knowing where they are and how they will be mitigated, such as the addition of a 4th electric track?</li></ol> | <p>Safety is and will continue to be our top priority. We would not design or operate a service that was not safe for customers, the community and our staff. Ontario Line trains will run on dedicated tracks that will be completely separate from other rail operations, with separate signaling and monitoring technology that will keep the trains in constant communication and automatically stop if a sensor detects a hazard or problem on the tracks.</p> <p>The 4th GO track, previously approved as part of the Lake Shore East Rail Corridor Expansion (Don River to Scarborough GO Station) Environmental Project Report, is being considered as part of planning and design of the six-track Lakeshore East Joint Corridor. Further information will be shared as planning and design advance and will be included as part of the forthcoming Early Works and Environmental Impact Assessment Reports, where appropriate.</p> |

| Conditions:           | Issues:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Questions For Metrolinx:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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|                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | 3. When will SmartTrack details be available for Gerrard Station plans?                                                                                                                                                                                                                                                                                                                                                                                                                                               | The Province, the City and Metrolinx continue to work together on the planning and design of SmartTrack. Further information on the SmartTrack program will be provided as soon as it is available.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Construction planning | <p>Our Leslieville Section of the Ontario Line will be facing years of construction which will be contracted out on a ‘design-bid’ model– not under one RFP nor completed by one firm in a set timeframe like the South or North OL sections. This means <b>being under construction for potentially a decade or more</b>, as one design-bid project ends and another one begins, on and on. Most of the <b>Early Works</b> will be done in the overnight hours and include:</p> <ul style="list-style-type: none"><li>– vegetation removal inside (&amp; potentially outside) rail corridor,</li><li>– utility relocations along tracks,</li><li>– widening of the rail corridor for a 4<sup>th</sup> electric track &amp; installation of an overhead catenary wire system,</li><li>– Installation of OL track supports on 4 bridges (Eastern, Queen, Dundas, Logan, Carlaw/Gerrard)</li><li>– noise wall construction (most likely extra work on retaining walls &amp; vegetated slopes)</li></ul> <p>After this ‘design-bid’ work (post 2024)</p> | <ol style="list-style-type: none"><li>1. Will Metrolinx commit to developing a construction timing plan in conjunction with our community stakeholders and Elected Officials, in order to <b>minimize the impact of these Early Works projects &amp; OL Construction in our community?</b></li><li>2. When will we know more details of the location of the vegetated slopes, retaining walls and noise barriers?</li><li>3. When will there be more detailed design of the twinned bridges to be released?</li></ol> | <p>As always, Metrolinx is committed to working with the community and elected officials to minimize construction impacts to communities. As further design, infrastructure requirements and project details are confirmed, we will have a better understanding of potential impacts and mitigation measures and these will be used to inform discussions with the community.</p> <p>As we move forward with the Ontario Line, we will continue to ensure all the lines of communications remain open for questions and community members are continually informed from planning and design through construction.</p> <p>Details regarding location of vegetated slopes, retaining walls, noise barriers and bridge design will be documented within the Early Works Reports and the Environmental Impact Assessment Report.</p> |

| Conditions:                                                                                                                                                               | Issues:                                                                                                                                                                                                                                                                             | Questions For Metrolinx:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
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|                                                                                                                                                                           | <ul style="list-style-type: none"> <li>– Stations built (Gerrard/Carlaw, Queen/Dundas, East Harbour)</li> <li>– tunneling at Pape/Gerrard</li> <li>– installation of OL tracks</li> </ul>                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Tunnel: Pape Avenue Junior School &amp; Surrounding residential area South: Riverdale Ave/Langley/ Poucher St. / Francis Bevis Manor/Victor/S. Victor/Simpson Ave.</b> | <b>OL Tunnel:</b> Substantial Impact on the school & surrounding residential streets in this area, <u>tunnel will be dug shallower</u> , & the trains will be transitioning, rising & descending to & from surface level –this will have a large impact on ground vibrations/noise. | <p>1. As commented on by the COT: <i>“This (study area) remains of concern to the City. Further discussion requested on the approach to defining the study area; clarification is requested on the practical purpose of the report if it is not to document conditions in areas impacted by the Ontario Line project scope.”</i> How will Metrolinx study the impact for the school, indoors &amp; outside, and the surrounding residents on noise and vibration around this tunneled area, as it doesn’t appear to be treated differently than other areas along the eastern Joint Corridor in the ECR?</p> | <p>The study area was determined based on the representative alignment outlined in the initial business case. Segments of the study area that have narrow extents represent areas in which there is greater certainty regarding the alignment whereas areas with a wider extent allow for additional flexibility in modifications to the alignment.</p> <p>As project planning and design progresses, noise and vibration impact studies will be undertaken in support of Early Works and Environmental Impact Assessment Reports. Draft Early Works Reports are anticipated to be shared with the public for review and comment starting in late 2020. The draft Environmental Impact Assessment Report is anticipated to be shared with the public for review and comment in 2021.</p> |
|                                                                                                                                                                           |                                                                                                                                                                                                                                                                                     | 2. Will the Noise Wall planned to shield this area around the school & up to Riverdale Avenue?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Details on proposed noise mitigation will be documented within the Environmental Impact Assessment Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|                                                                                                                                                                           |                                                                                                                                                                                                                                                                                     | 3. In particular, how does Metrolinx plan to mitigate the construction/boring of the tunnel opening and installation of the tracks behind the school and school play yard?                                                                                                                                                                                                                                                                                                                                                                                                                                   | Detailed mitigation plans will be put in place by the successful bidder for the Northern Civil, Stations and Tunnel contract. More details will be available as procurement advances over the next few years.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <b>Tunnel:</b>                                                                                                                                                            | <b>Planning the Tunnel:</b><br>Mitigation                                                                                                                                                                                                                                           | 4. Is the tunnel being dug simultaneously at both ends - one tunnel starting at the Don Valley, and one starting behind them at Langley- and they will meet in the middle, at Pape Station? Or what is the plan for tunnel entry and exits?                                                                                                                                                                                                                                                                                                                                                                  | Details regarding tunnel mobilization for the Ontario Line North segment have not yet been advanced. As these details are developed, they will be shared with the community.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |



| Conditions:                                         | Issues:                                                                                                                                                                                                                                  | Questions For Metrolinx:                                                                                                                                                                                                                     | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| <b>Tunnel:</b>                                      | <b>Planning the Tunnel:</b><br>Mitigation                                                                                                                                                                                                | 5. What is the timeline for knowing the tunneling build plan? Will it be a part of the Impact Assessment Report this year?                                                                                                                   | Details on tunnel mobilization are planned to be included as part of the Environmental Impact Assessment Report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>Tunnel:</b>                                      | <b>Planning the Tunnel:</b><br>Mitigation                                                                                                                                                                                                | 6. Will Metrolinx commit to having a representative to manage the mitigation planning in this sensitive tunnel area and deal with the school & surrounding school community & during planning & construction?                                | Metrolinx has begun engagement with Pape Avenue Junior Public School parents, administration and school board representatives and has committed to maintain a regular dialogue as the project advances. A dedicated Metrolinx community relations representative is assigned to future station areas and construction zones and serves as a liaison between the community and any contractors. As we move forward with the Ontario Line, we will continue to ensure all the lines of communication remain open for questions and community members are continually informed from planning and design through construction. |
| <b>Strange St./Fontbonne Ministry &amp; Shelter</b> | The Fontbonne Ministry at Strange St. is planned to be almost directly over and beside the station platform. Please explain how construction and future design will mitigate the serious impacts on these vulnerable residents.          | 1. The Fontbonne Ministry at Strange St. will be directly over and beside the station platform. Please explain how construction and future design will mitigate the serious health and noise impacts on these vulnerable residents.          | Metrolinx recognizes the importance of Fontbonne Place to the community, and we have been engaging with key contacts from the Fontbonne Ministries and the Sisters of Saint Joseph charity since spring 2020. We are committed to learning more about their needs and will have further discussions with staff and residents as we finalize our plans for the area and develop creative solutions to address potential impacts.                                                                                                                                                                                            |
| <b>Noise Wall:</b>                                  | The noise wall mitigation measure in the South Section between Gerrard Station and Leslieville Station is listed as being built as part of Early Works beginning in 2021. However, the financial close of the RFP for Design, Build, and | 1. How does Metrolinx intend to build an effective noise wall, and predict noise mitigation from 6 lanes of rail traffic, without knowing the important baseline decibel levels in trains & technology that haven't yet been chosen in 2021? | Results from other projects tell us that noise walls along the shared rail corridor through the Riverside area will be effective in reducing noise from both Ontario Line and GO Transit trains. We take into account various potential train options and associated noise levels and base the noise mitigation on the train option with highest                                                                                                                                                                                                                                                                           |

| Conditions: | Issues:                                                                                    | Questions For Metrolinx:                                                                                                                                                                                                                                                                         | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|             | Maintain is not slated until 2022 or later, when the trains and technology will be chosen. |                                                                                                                                                                                                                                                                                                  | anticipated noise levels, taking a conservative approach. The exact locations, height and designs of noise walls will be confirmed as planning work continues and will be shared with the community in future environmental reports.                                                                                                                                                                                                                                 |
| Noise Wall: |                                                                                            | 2. Beyond the Noise wall - how does Metrolinx plan to include noise mitigation from the many construction projects slated for this area - including building new bridge supports, track bed creation, vegetation removal - most slated for overnight work in the noise study, or future studies? | Construction noise mitigation measures include equipment enclosures/silencers, temporary construction site noise barriers, and construction work hours restrictions, where possible. These and other measures will be refined once anticipated impacts are known and will be provided for public review and comment as part of the forthcoming Early Works and Environmental Impact Assessment Reports.                                                              |
| Noise Wall: |                                                                                            | 3. Will the noise wall cover the many bridge location areas with residential homes around them, such as Eastern Ave, Queen Street, Dundas St., Logan Avenue, Gerrard/Carlaw bridges?                                                                                                             | We are exploring options to mitigate noise impacts on bridges.                                                                                                                                                                                                                                                                                                                                                                                                       |
| Noise Wall: |                                                                                            | 4. What/Where is the analysis shown of the cost of the noise mitigation measure – we don't see any information in the ECR? Why has Metrolinx not done these calculations?                                                                                                                        | The Environmental Conditions Report is the first step in the environmental assessment process for the Ontario Line. The current report looks at the existing conditions, including noise and vibration, to establish a baseline against which anticipated impacts of construction and operation of the Ontario Line will be assessed along with recommendations for mitigation. Cost comparisons are not typically included as part of the environmental assessment. |
| Noise Wall: |                                                                                            | 5. What alternative noise mitigation measures will Metrolinx employee to lower decibels in these areas, during construction- especially during overnight work?                                                                                                                                   | See above                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| Noise Wall: |                                                                                            | 6. Where will the entry and exit points be on the noise wall?                                                                                                                                                                                                                                    | At this time, details regarding construction staging and phasing are not known but will be                                                                                                                                                                                                                                                                                                                                                                           |

| Conditions:         | Issues:                                                                                                                                                                                                                                                                                                  | Questions For Metrolinx:                                                                                                                                                                                                                               | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                    |
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|                     |                                                                                                                                                                                                                                                                                                          | 7. What mitigation measures will be in place for those areas where construction equipment be entering and exiting?                                                                                                                                     | shared with the community as part of future environmental reports.<br><br>Appropriate mitigation plans will be established as construction and staging plans are developed.                                                                                                                                                                                                                                                                 |
| Noise Wall:         |                                                                                                                                                                                                                                                                                                          | 8. What is the timeline for building a noise wall in this section?                                                                                                                                                                                     | We expect noise wall installation to begin in 2021, as part of the Lakeshore East Joint Corridor early works. Remaining noise walls, where required, will be implemented as part of the Rolling Stock, Systems, Operations and Maintenance contract which also includes the design and supply of trains, to specifications set by Metrolinx.                                                                                                |
| Noise Wall:         |                                                                                                                                                                                                                                                                                                          | 9. The rail corridor is elevated to around 30 m through our section, if the height of the wall is only 5 to 7 m, will it begin at track height or on ground below?                                                                                     | Details regarding noise walls (i.e. height, aesthetic treatment) will be confirmed as design progresses and will be shared with the public for review and comment.                                                                                                                                                                                                                                                                          |
| Noise Wall:         |                                                                                                                                                                                                                                                                                                          | 10. What are the noise buffering properties of having a ‘semi-translucent’ area in a noise wall? Can we see the data that is effective noise buffering?                                                                                                | Transparent noise wall panels have the same noise attenuation properties as solid noise wall panels. Teams are still developing plans that will detail the exact locations, heights and proposed design treatments for the noise walls, which will be brought forward for the LSE CAC and public to review and provide feedback.                                                                                                            |
|                     |                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Natural Environment | Don Valley: “The Ontario Line South and Ontario Line North Study Areas contain the Don River Valley, a designated Urban River Valley under the Greenbelt Plan. The Ontario Line North Study Area also contains a candidate regionally significant life science Area of Natural and Significant Interest” | 1. What specifically is Mx doing to mitigate environmental and public impacts on the Don Valley? What studies are being conducted?<br>2. What, if any projects are being planned to provide park land or improving park land because of these impacts? | Metrolinx has documented baseline natural environment conditions within the Don Valley and recommended preliminary mitigation measures in the Natural Environment Report that forms part of the draft ECR. Additional natural environment studies and species-specific surveys are being completed in support of the Environmental Impact Assessment Report, which will include recommended mitigation measures to avoid or reduce impacts. |

| Conditions:     | Issues:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Questions For Metrolinx:                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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|                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p>Metrolinx is working to preserve surrounding vegetation in areas where we are building, to the greatest extent possible. Removals will be kept to a minimum and limited to within the construction footprint, based on careful consideration of construction access and laydown requirements. Following construction completion, areas will be restored and plantings will be undertaken in accordance with <a href="#">Metrolinx’s Vegetation Guideline</a>. Per the Guideline, Metrolinx will apply ecological compensation in designated natural areas such as those in the vicinity of the Don River. Ecological compensation is an approach to compensation that involves replacement of trees at a ratio representative of their ecosystem functions and services.</p> |
| <b>Parkland</b> | <p>The Joint Corridor is identified as one of the areas by the City that should be prioritized for the development of local-level parks plans, parks acquisition, and improvements in connectivity and access.<br/>(See In the City’s November 2019 Parkland Strategy<br/><a href="https://www.toronto.ca/city-government/accountability-operations-customer-service/long-term-vision-plans-and-strategies/parkland-strategy/">https://www.toronto.ca/city-government/accountability-operations-customer-service/long-term-vision-plans-and-strategies/parkland-strategy/</a><br/><br/><a href="https://www.toronto.ca/wp-content/uploads/2019/11/909f-PrioirtyAreasMap.jpg">https://www.toronto.ca/wp-content/uploads/2019/11/909f-PrioirtyAreasMap.jpg</a></p> | <p>1. How does Metrolinx plan to abide by the City of Toronto parkland strategy for this area? Will Metrolinx provide new parkland to compensate for the parkland that will be lost in this community because of the OL, such as McCleary Parkette? From the COT Comments: <i>Parks is not in support of such significant loss of park lands. What lands does Mx have for a potential land swap? The loss of parkland shall meet the Official Plan Policy for disposal of land?</i></p> | <p>We will always strive to limit the footprint of our work, and where we do need to use park space to avoid impacts to private properties, we will work with community partners and the City of Toronto to restore it to its original state or better.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

| Conditions:                             | Issues:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Questions For Metrolinx:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
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| <b>Species At Risk (SAR):</b>           | We note in the ECR Southern Section that Bat Species at Risk, including Eastern Small-footed Myotis, Little Brown Myotis, Northern Long-eared Myotis and Tri-coloured Bat, along with Bird Species at Risk, the Chimney Swift have been identified. We have also been told by Metrolinx that track vegetation clearing will begin in 2021.                                                                                                                                                                                                                                                                                                                                               | <ol style="list-style-type: none"><li>1. How does Metrolinx plan on protecting these SAR? Particularly if vegetation clearing is taking place during prime nesting season?</li><li>2. Will Metrolinx be scheduling this clearing work during dormant periods in the late fall to protect these SARs?</li></ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Metrolinx anticipates that vegetation removal will take place outside of the bird nesting season and bat SAR active season. Removals will be kept to a minimum and limited to within the construction footprint. Targeted surveys for Chimney Swift, bat SAR and any other SAR that may be impacted will be completed in advance of the vegetation removal and construction activities. Metrolinx will meet all requirements of the Endangered Species Act, including any permitting, mitigation and compensation requirements.                                                                                                                                                                                                                                                                                                                                                                                                       |
| <b>Socio-Economic Conditions Report</b> | COT Comments: <i>“Consider expanding the study area to take broader socioeconomic impacts or concerns of a transit project into account (e.g. transit-oriented development, business impacts, transportation patterns, social equity, etc.). The study area for the socio-economic conditions analysis appears to be arbitrarily delineated, does not follow logical natural or community boundaries, and does not include many areas that would be positively or negatively impacted by the project. Provide a more complete explanation for how the study area was defined. City Planning can provide extensive local knowledge to assist with the delineation of the study area.”</i> | <ol style="list-style-type: none"><li>1. As requested by City of Toronto in Comment’s report: Will Metrolinx <i>“Provide a more complete explanation for how the study area was defined. City Planning can provide extensive local knowledge to assist with the delineation of the study area?”</i></li><li>2. Will Mx: <i>“Include impacts to communities and human environments in the assessment. Potential project impacts speaks only to hard environmental impacts and makes no reference the demographic characteristics across the line and how different groups may be impacted differently during construction and operations. Given the effort to include demographic analysis, the demographic discussion would benefit from a summary of the variations along the line and how the proposed project could impact the areas and their residents differently.”</i></li></ol> | <p>The project's study area was developed through a review of the representative alignment. The intent of the socio-economic conditions report is to document surrounding socio-economic conditions within the study area and not to characterize socio-economic benefits or impacts of the project. Socio-economic benefits are documented through the business case process, which can be found in the Ontario Line Initial Business Case and the forthcoming Preliminary Design Business Case.</p> <p>Socio-economic impact assessment will be completed under separate cover (Early Works and Environmental Impact Assessment Reports). The typical approach for socio-economic impact assessment does not include understanding how different demographic groups may be impacted during construction. Assessed socio-economic impacts typically include impacts to utilities, access, built form, and surrounding land-uses.</p> |
|                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |



| Conditions:                                         | Issues:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Questions For Metrolinx:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Responses from Metrolinx                                                                                                                                                                                                     |
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| <b>Birds along the corridor:</b>                    | <b>Birds:</b> Migratory birds are safeguarded by the Migratory Birds Convention Act, 1994, which ensures the protection of migratory birds, their eggs and nests. For a couple of summers now, we have had red-eyed vireos, a migratory species, nesting in trees along the railway line, as well as Cooper’s hawks. Other birds that use the railway corridor as a stopover area on migration include black and white warblers, chestnut-sided warblers, magnolia and Nashville warblers, ruby- and golden-crowned kinglets, hermit and Swainson’s thrushes, turkey vultures, orchard orioles, and rose-breasted grosbeaks. Metrolinx is very likely unaware of the presence of these bird species, as only people like ourselves living alongside the park and railway line would have the opportunity to observe daily throughout the migration and summer seasons. | <div>1. Appendix notes that #6 Future Studies notes: 7.1.3 Migratory Birds Convention Act, 1994 “No permits under this Act are anticipated to be required for the Ontario Line West, Ontario Line South or Ontario Line North Study Areas <u>provided that appropriate mitigation measures and avoidance timing windows are implemented to avoid adverse effects on migratory breeding birds during the breeding bird season of April 1 to August 31.</u>”<br/>Please confirm that this timing will be followed.</div> | Metrolinx anticipates that vegetation removal will take place outside of the bird nesting season, and will ensure that its contractors work in accordance with the requirements of the Migratory Birds Convention Act, 1994. |
| <b>Metrolinx Correspondence Record Appendix C3:</b> | <b>Missing</b> from the Correspondence public records are meeting Minutes and emails from your local Community Advisory Committee, (along with ALL community groups along the OL route) We have been meeting with Metrolinx since last year on the OL, and asking for an underground route and raising many issues for our community.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <div>1. Why have you not included our local LSE Community Advisory Committee Meeting Minutes and emails to Metrolinx on the Ontario Line?</div>                                                                                                                                                                                                                                                                                                                                                                        | These were inadvertently omitted from the draft ECR but will be included in the final report.                                                                                                                                |

| Conditions:                                         | Issues:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Questions For Metrolinx:                                                                                                                                                 | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                 |
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|                                                     | <p>–After reviewing the emails that were included, we have found the following:</p> <ul style="list-style-type: none"><li>• How many residents who emailed Metrolinx were not given any notice of drilling work</li><li>• Residents were complaining about noise, disruptive behaviour of contractors, i.e. Contractors driving/parking on private driveways, and through parkland/parking on parkland (where people/children were walking, playing etc.)</li><li>• Contractors storing equipment and samples in parks,</li><li>• Contractors painting lines along an entire block up into residents’ gardens and onto their front steps – repeatedly, in the same areas.</li><li>• Contractors not being supervised by Metrolinx.</li></ul> |                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Metrolinx Correspondence Record Appendix C3:</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <p>2. How does Metrolinx propose to oversee their contractors and protect our neighbourhoods and families, primarily when work is being done in the middle of night?</p> | <p>Metrolinx continues to work closely with its contractors, local authorities and communities to ensure impacts to the community are minimized during construction. We recognize that the work to improve transit projects can often be disruptive, and we continue to take steps, with our contractors, to minimize and manage the effects on neighbors, responding to and addressing concerns as they are raised.</p> |

| Conditions:                                  | Issues: | Questions For Metrolinx:                                                                                                                                                                                               | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|                                              |         |                                                                                                                                                                                                                        | Metrolinx puts rules and responsibilities in place so that our contractors abide by all regulations and obligations under a variety of protocols. Some examples that we hold our contractors to include: the Building Code Act, our noise and vibration management framework, and obligations outlined in the environmental assessment process. In addition, our contractors are required to provide us with early notification of work that will occur, in order to provide communication to area residents and businesses ahead of work beginning. |
| Metrolinx Correspondence Record Appendix C3: |         | 3. Will there be a 24 construction hotline to Metrolinx Managers - able to stop work or manage these projects when something goes wrong, work happens without notice, in the middle of the night?                      | A 24-hour hotline will be setup before early works construction begins.                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Metrolinx Correspondence Record Appendix C3: |         | 4. Will there be a community group set up with stakeholders to ensure communication with our community, pre-during, -and-post construction, also ensuring oversight review and complaints of contractors by Metrolinx? | Community liaison committees are being setup along the entire alignment to ensure proactive and effective communication between the construction project teams, residents, businesses and Elected Officials                                                                                                                                                                                                                                                                                                                                          |
| Metrolinx Correspondence Record Appendix C3: |         | 5. Missing: Why is all the feedback on the ECR missing from City of Toronto, Hydro One, CN Rail? There are only emails requesting feedback from these agencies/govs – not the actual feedback included.                | Available information has been provided to the LSE CAC. Note that Hydro One and CN did not send any comments.                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Metrolinx Correspondence Record Appendix C3: |         | 6. Will this important feedback be published in the final version?                                                                                                                                                     | See above                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
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| Conditions:                              | Issues:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Questions For Metrolinx:                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| <b>Built Heritage Resources:</b>         | <p><b>Missing:</b> Bridge, Carlaw Ave. Subway/Gerrard St. East Subway. The bridge was previously determined that the structure <u>is</u> a Provincial Heritage Property, meeting the criteria of Ontario Regulation 9/06. The Cultural Heritage Evaluation Report is available at the following link: <a href="http://www.metrolinx.com/en/regionalplanning/rer/LSE_Segment1_Appendix%20B6b%20-%20CHERs.pdf">http://www.metrolinx.com/en/regionalplanning/rer/LSE_Segment1_Appendix%20B6b%20-%20CHERs.pdf</a></p> <p><b>Missing:</b> 369 Carlaw Avenue - The Toronto Hydroelectric System; 1916</p> | <ol style="list-style-type: none"> <li>1. Previously Mx has said the Gerrard/Carlaw Bridge <u>does</u> meet Provincial 9/06 criteria (we have confirmation in an email) and now they are saying it <u>does not</u> meet Provincial 9/06. This means that the Province has no obligation to keep the resource or treat it in the same way as a resource that does meet Provincial 9/06.</li> <li>2. Why is the Toronto Hydroelectric System building not listed as a Heritage resource?</li> </ol> | <p>The Existing Conditions Cultural Heritage Report and Preliminary Impact Assessment identifies the Gerrard/Carlaw Bridge as a Provincial Heritage Property meeting the criteria of O. Reg. 9/06, however it does not meet the criteria to designate it as a Provincial Heritage Property of Provincial Significance (O. Reg. 10/06). Appropriate mitigation has been identified through the preliminary impact assessment through a range of potential impacts. As part of the Lakeshore East early works, additional potential project impacts will be identified for this built heritage resource and additional mitigation prescribed through a Heritage Detailed Design Report.</p> <p>369 Carlaw Avenue (Toronto Hydroelectric System Building) was not included into the Existing Conditions Cultural Heritage Report and Preliminary Impact Assessment as it is not within the study area and is not anticipated to be impacted at this time.</p> |
| <b>Leslieville Station Name:</b>         | The 'Leslieville' station name is actually located in Riverside, not Leslieville.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | <ol style="list-style-type: none"> <li>1. Will this name remain or do you plan on changing it so that it accurately describes its location?</li> </ol>                                                                                                                                                                                                                                                                                                                                            | Naming of stations and various other project infrastructure is still under discussion and will be refined as project planning continues. There will be opportunities for public input.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Ontario Line Final Business Case:</b> | When does Metrolinx plan on issuing the final Ontario Line Business Case to the public?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <ol style="list-style-type: none"> <li>1. Will the final BC version compare current above grade financial costs and projected ridership numbers per mile, with comparable underground routes, also factoring in the longevity of a subway versus an above ground line in dollars?</li> <li>2. Will the BC now factor in the cancellation of the planned East Harbour Business Park and cancellation of the Sidewalk Labs in their projected ridership number?</li> </ol>                          | The Preliminary Design Business Case will be issued before the end of 2020 and will incorporate available data and projections.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

| Conditions:                             | Issues:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Questions For Metrolinx:                                                                                                                                                                                                                                                                | Responses from Metrolinx                                                                                                                                                                                                                                                                                                                                                       |
|-----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 3. Will the final version factor in the current Covid pandemic and low ridership numbers which will most likely continue for the foreseeable future due to populations now working from home?                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                |
|                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                |
| Questions from our community            | Station & platform entryways/exits                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <div>1. Residents of First Avenue between Gerrard and Logan Ave. want to know what impact the entry/exits to station and platforms will have on their street?</div> <div>2. How does Mx plan on mitigating the impacts of the station platform to the residents living behind it?</div> | Station layout is still being refined and will be included in later neighborhood updates to the community. Metrolinx has been engaging directly with many residents in this area and will share new information with them for feedback as soon as it is available. We are committed to working closely with the community to mitigate impacts from construction and operation. |
|                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                |
| Trees & Habitat along the rail-corridor | <b>Trees:</b> The trees along the Jimmie Simpson rail corridor and beyond have over the years evolved into wildlife habitats that are important to connectivity in this part of the city. An indication of this is the deafening sound of crickets in August/September emanating from the vegetation along the railway corridor and notably close to the Queen Street Bridge at Degrassi. There is no comparable cricket song within the entire neighbourhood, and this represents a key indicator of a vigorous ecosystem. | 3. How will Metrolinx protect this unique natural habitat area along the rail corridor?                                                                                                                                                                                                 | We will always try to limit the footprint of our work, and where we do need to use park space to avoid impacts to private properties, we will work with community partners and the City of Toronto to restore it to its original state or better.                                                                                                                              |



**From:** [REDACTED]  
**To:** [Josh Vandezande](#); [Ontario Line](#)  
**Subject:** LSE CAC Docs & Emails to include in EPR Correspondence  
**Date:** Sunday, November 01, 2020 3:30:49 PM  
**Attachments:** [REDACTED]

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Hi Josh:

I've finally been able to sort through emails and docs that should be included in the EPR Correspondence with our LSE CAC & Community. Please include the following below:

1. Minutes from May, 13, 2020 meeting with Metrolinx. \*Also to be posted on the Metrolinx website.
2. #3rd Night no notice email
3. CaC Questions from On Corr Public Consult
4. ECR Where is corresp from COT, HO1 Oct. 15, 20
5. ECR Where is corresp from LSE CAC Oct 9, 20
6. OL Engagement Update
7. OI Update Sept 17

To come:

Our LSE CAC final Minutes from Oct. 13, 2020 as well as the Q&A Document that goes with it.

Thanks so much.

[REDACTED]



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**Re: Missing Correspondence in draft Environmental Conditions Report - Appdx. C3**1 message

---

Mon, Oct 19, 2020 at 11:47 AM

To: Josh Vandezande &lt;Josh.Vandezande@metrolinx.com&gt;

Cc: Ontario Line &lt;ontarioline@metrolinx.com&gt;, Nicolas Valverde &lt;nicolas.valverde@toronto.ca&gt;, "KaufmanR@ndp on. ca" &lt;KaufmanR@ndp.on.ca&gt;, "Tabuns - QP, Peter" &lt;tabunsp-qp@ndp.on.ca&gt;

Hi Josh. Thank you.

On Mon, Oct 19, 2020 at 10:54 AM Josh Vandezande &lt;Josh.Vandezande@metrolinx.com&gt; wrote:

Hi [REDACTED],

I have confirmed that Hydro One did not provide any feedback on the draft report.

Josh

**From:** [REDACTED]**Sent:** Friday, October 16, 2020 4:44 PM**To:** Josh Vandezande <Josh.Vandezande@metrolinx.com>**Cc:** Ontario Line <ontarioline@metrolinx.com>; Nicolas Valverde <nicolas.valverde@toronto.ca>; KaufmanR@ndp on. ca <KaufmanR@ndp.on.ca>; Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>**Subject:** Re: Missing Correspondence in draft Environmental Conditions Report - Appdx. C3

Hi Josh: The attachment you sent only contains the emails that are in the Appx C3 binder now, not the actual HydroOne comments on the ECR. The emails are mostly from Metrolinx asking for comments.

Where are the actual HO comments?

Thanks  
[REDACTED]

On Fri., Oct. 16, 2020, 3:29 p.m. Josh Vandezande, &lt;Josh.Vandezande@metrolinx.com&gt; wrote:

The missing sections were provided to Hydro One subsequently. Please see attached.

**From:** [REDACTED]**Sent:** Thursday, October 15, 2020 1:40 PM**To:** Josh Vandezande <Josh.Vandezande@metrolinx.com>**Cc:** Ontario Line <ontarioline@metrolinx.com>; Nicolas Valverde <nicolas.valverde@toronto.ca>; KaufmanR@ndp on. ca <KaufmanR@ndp.on.ca>; Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>

**Subject:** Re: Missing Correspondence in draft Environmental Conditions Report - Appdx. C3

Hi Josh: Thanks for the COT correspondence. I know what I'm doing today. :-(

Also, the Hydro One section in the Appendix C3 for Hydro One doesn't have any of their comments, it's a record of Metrolinx's emails asking for them. The only email from Hydro One back to Metrolinx is looking for more information but said they have reviewed the report:

image.png

We are looking for that information. Was it received?

Thank you.

██████████

On Thu, Oct 15, 2020 at 11:50 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi ██████████

Please see attached for the City's comments on the draft ECR (Round 1 and 2). Note that the second round of the City's comments would not have been incorporated in Appendix C3 as these comments were received very shortly before the Draft ECR. They will be included in the final Hydro One feedback can be found in Appendix C3 of the Draft ECR, starting on page 14 (link to report: [https://www.metrolinxengage.com/sites/default/files/ol\\_ecr\\_appendix\\_c3-correspondence\\_record\\_2020-10-07\\_locked.pdf](https://www.metrolinxengage.com/sites/default/files/ol_ecr_appendix_c3-correspondence_record_2020-10-07_locked.pdf)). As previously mentioned, for CN Rail, we have not received any feedback to date.

Josh

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**From:** Josh Vandezande

**Sent:** Thursday, October 08, 2020 1:24 PM

**To:** ██████████ Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>; KaufmanR@ndp on. ca <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>; Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>

**Subject:** RE: Missing Correspondence in draft Environmental Conditions Report - Appdx. C3

Hi ██████████

Because we are continuing to receive feedback from ministries and government agencies, their feedback will be included in the final ECR. While Hydro One, City of Toronto and CN Rail were provided the opportunity to review the draft ECR, only City of Toronto and Hydro One provided feedback. However, The Environmental team is pulling together a summary of the feedback received on the ECR from the City and Hydro One so far and we will forward it to you early next week.

Josh

**From:** [REDACTED]  
**Sent:** Monday, October 05, 2020 10:15 AM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>; KaufmanR@ndp on. ca <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>;  
Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>  
**Subject:** Missing Correspondence in draft Environmental Conditions Report - Appdx. C3

Morning Josh: I would like to inquire about missing correspondence from the draft EPR and find out where to get copies of it - and also how to have these emails/comments included in the final version of the EPR? There are several references to emails from **Hydro One, City of Toronto and CN Rail** being asked to submit feedback on the draft EPR from Metrolinx- however, none of these email replies with comments from these bodies/agencies is actually included in the binder of correspondence (Appdx C3) or found anywhere that I can find. As a result, we are unable to read the important Ontario Line feedback from our City of Toronto, CN Rail and Hydro One.

Can you please point me to where these emails are located, and if not, how do we obtain copies of these companies & government comments and have them included in the public record?

Sincerely,

[REDACTED]

LSE CAC

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----- Forwarded message -----

**From:** Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
**To:** Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
**Cc:**  
**Bcc:**  
**Date:** Fri, 16 Oct 2020 18:22:34 +0000  
**Subject:** FW: Ontario Line – Environmental Conditions and Early Works Draft Report Review

---

**From:** Merlin Yuen  
**Sent:** July-03-20 9:52 AM

**To:** 'Laura.Dimand@HydroOne.com'

**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good morning Laura – apologies I missed your email yesterday. Please see the files requested located here:

· [June 4 Circulation](#)

- Ontario Line Existing Conditions
  - § Natural Environment Report
  - § Noise and Vibration Report
  - § Socio-Economic Report
- Ontario Line Early Works
  - § Air Quality Impact Assessment Memo
  - § Natural Environment Report
  - § Noise and Vibration Report
  - § Traffic Memo

· [June 5 Circulation](#)

- Ontario Line Early Works
  - § Early Works Report
  - § CH Report

· [June 25 Circulation](#)

- Ontario Line Existing Conditions
  - § Stage 1 AA
  - § CH Report

Please let me know if you need anything else, I'm good for a call this morning.

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823



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**From:** [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com) [mailto:[Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com)]  
**Sent:** July-03-20 9:36 AM  
**To:** Merlin Yuen  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Hi Merlin,

Please resend the links below as early as you can. Are you available for a call this morning or afternoon?

Thank you,

**Laura Dimand, B.Sc., GIT**  
Environmental Planner, Environmental Programs and Approvals

**Hydro One Networks Inc.**  
483 Bay Street | North Tower 12<sup>th</sup> Floor  
Toronto, ON | M5G 2P5

Cell: 416.577.5428

Email: [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com)

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**From:** DIMAND Laura  
**Sent:** Thursday, July 02, 2020 3:06 PM  
**To:** 'Merlin Yuen' <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Hi Merlin,

Currently putting together the comments for the 06.04 OL existing conditions reports. Can you resend the OL early works reports from 06/04? I believe I'm having trouble unzipping the subfolder from that submission.

In addition, can you resend the links for the following reports:

- 06/25 OL Environmental Conditions Report: Stg 1 AA and CH report
- 06/05 OL Early Works: Early Works Report and CH Report

Please see Matey's note regarding the 06/15 submission documents. We are currently working on the 06/23 document review.

Regards,

**Laura Dimand, B.Sc., GIT**  
Environmental Planner, Environmental Programs and Approvals

**Hydro One Networks Inc.**  
483 Bay Street | North Tower 12<sup>th</sup> Floor  
Toronto, ON | M5G 2P5

Cell: 416.577.5428

Email: [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com)

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**From:** Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
**Sent:** Thursday, June 04, 2020 5:58 PM  
**To:** DIMAND Laura <[Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; PETTIGREW Renee <[Renee.Pettigrew@HydroOne.com](mailto:Renee.Pettigrew@HydroOne.com)>; ACEVES Elsy <[Elsy.Aceves@HydroOne.com](mailto:Elsy.Aceves@HydroOne.com)>; SECONDARY LAND USE Department <[SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)>  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

\*\*\* Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\*

Good afternoon Laura,

Please find [here](#) the following Ontario Line reports, and corresponding comment response sheets for HONI's review:

#### Ontario Line Existing Conditions

- Natural Environment Report
- Noise and Vibration Report
- Socio-Economic Report

#### Ontario Line Early Works

- Air Quality Impact Assessment Memo
- Natural Environment Report
- Noise and Vibration Report
- Traffic Memo

As noted in previous correspondence, we are looking at comments on the reports by end of day, July 2. Please let me know if you have any questions or issues accessing the reports and I can recirculate.

Regards,

#### **MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment

130 Adelaide Street West | Toronto | Ontario | M5H 0A1

T: 416.202.7353 C: 647.241.0823



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**From:** Ontario Line

**Sent:** June-02-20 3:46 PM

**To:** [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com)

**Cc:** James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; Kuru Satkunanathan; Crystal Ho

**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment

130 Adelaide St West | Toronto | Ontario | M5H 3P5

T: 416-202-7109 C: 437-225-6548

[cid:image001.png@01D383BB.69256DE0](#)

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[redacted]om&gt;

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**Re: ECR - Where is correspondence from our CAC?**

1 message

Fri, Oct 9, 2020 at 9:55 AM

To: Josh Vandezande &lt;Josh.Vandezande@metrolinx.com&gt;

Cc: Ontario Line <ontarioline@metrolinx.com>, [redacted]  
[redacted]  
[redacted]

Hi Josh: Thank you for following up on this for us and ensuring our Minutes will be included. We would like the Minutes from our Oct. 13th meeting included as well, after we go through the process of finalizing them together.

I would like to point out that the Correspondence binder is full of individuals all along the route mostly complaining about either not getting a notice of drilling in their areas from Metrolinx, or complaining about the behaviour of the contractors performing the work. However, there are only a couple of these emails from our area, when we've seen many more and sent many more like this your way, especially the emails regarding the pink paint all over Wardell/Degrassi.

We would like these included as a matter of public record - which speak to Metrolinx needing better communication processes with our communities and oversight over their contractors especially considering the major work ahead.

I will reach out to our community and put together a bundle of emails to be included in the Appendix C3. Please let me know if there is a deadline for receipt of this information.

Also, we are waiting to receive your Agenda items for our Tuesday meeting today - and note that Thanksgiving is Monday, so it is our expectation that we would get it today to review it over the long weekend and not on the same day of our meeting.

TGIF

[redacted]  
LSE CAC

On Fri, Oct 9, 2020 at 9:00 AM Josh Vandezande <Josh.Vandezande@metrolinx.com> wrote:

Hi [redacted],

Sorry for the delay.

The email to setup our meeting is not considered transactional because it is a record of the fact that we would be having a discussion of the then-proposed EA process for the Ontario Line. I've confirmed with the Environmental team that the presentation and minutes were inadvertently omitted but will be included in the final report. They are also posted on the Lakeshore East GO Expansion page.

Any emails received over the last year regarding geotechnical work would not already be included in Appendix C3 because they do not pertain to Project consultation. However, please forward me any messages that the LSE CAC would like to have considered as part of the ECR and I will pass them on to the Environmental team for inclusion in the final report.

I am hoping to be able to send you meeting materials tomorrow but it might be Tuesday morning. All of the Ontario Line material we will be reviewing is already on our website.

Hope you have a good weekend.

Josh

**From:** [REDACTED]  
**Sent:** Monday, October 05, 2020 8:24 AM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]  
**Subject:** Re: ECR - Where is correspondence from our CAC?

Hi Josh: There is one email from the CAC included in the binder, and it confirms notice of our meeting. It is transactional. Nothing about the contents of our meeting, like our Minutes, or any issues we have been raising with Metrolinx since our first Ontario Line meeting last November. ALL our Minutes should be included, especially the Minutes of our May 23 meeting, along with our many email exchanges about the contractors doing work around our area and neighbourhood complaints this past summer. These are public and relevant issues raised with Metrolinx by our community and should be on the public record.

I note from our Terms of Reference, all our meeting Minutes should be public and posted on the Metrolinx website.

I can forward you the correspondence that should be included.

[REDACTED]

On Mon., Oct. 5, 2020, 8:03 a.m. Josh Vandezande, <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi Shelley,

A couple of our past email exchanges have been included – see page 426 of the electronic version – but not all of the correspondence is included if it is determined to be transactional in nature or outside the scope of the assessment. I will review my inbox and make sure that the EPA team has all the relevant communication so it can be included in the final ECR.

Josh

**From:** [REDACTED]  
**Sent:** Thursday, October 01, 2020 1:51 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** ECR - Where is correspondence from our CAC?

Hi Josh: I'm just going through the Appendices for Correspondence & Communication and I don't see anything from our LSE CAC meetings and emails with Metrolinx on the Ontario Line at all?

Can you point to where it is, and if not, why is it not part of this ECR public record?



Thank you.

[REDACTED]

LSE CAC

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**Re: Ontario Line engagement update**1 message

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Mon, Jul 20, 2020 at 10:04 AM

To: Josh Vandezande &lt;Josh.Vandezande@metrolinx.com&gt;

Cc: [REDACTED]  
[REDACTED]  
[REDACTED]

Hi Josh: Thanks for some further details here on the reports. Frankly, I don't understand why Metrolinx isn't allowing you to tell us the start dates of the release of this information. It doesn't reflect well on Metrolinx or build the kind of trust in our communities that we spoke about at our last meeting in May. I am hoping you will be sending around links to these reports and any other information or updates as soon as it is posted on your website for the communities to review?

I'm sure I will have more questions for you after our meeting this evening.

Sincerely,  
[REDACTED]



---

**Re: Ontario Line update**1 message

---

[REDACTED] Fri, Sep 18, 2020 at 10:04 AM

To: Josh Vandezande &lt;Josh.Vandezande@metrolinx.com&gt;

Cc: [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED] TorontoEast

&lt;TorontoEast@metrolinx.com&gt;, Ontario Line &lt;ontarioline@metrolinx.com&gt;

Morning Josh: Thank you for further clarification. Understood.

How will Metrolinx be sharing this station information with our community? More details about this appreciated.

Depending on the amount of information Carmen has for OnCorr/RER, it may be best to do 2 CAC meetings, instead of one that is mostly Ontario Line updates.

Also, when do you think I can the copies of the draft ECR? I'd like to get those around to members ASAP. I can come and pick them up if its easier for you.

Thank you.

[REDACTED]  
LSE CAC

On Fri., Sep. 18, 2020, 9:05 a.m. Josh Vandezande, <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED]

Apologies, I should have said the general location of the stations is unchanged. There is more detailed information coming for your segment of the Ontario Line. As per my previous message, "Neighbourhood Updates and the latest information on the alignment and more details about station positions for your area will be shared before the end of the month."

I've attached a sample slide for King/Bathurst. Once that specific information is released for your area and the group has a few days to review it, we will have the meeting. I can give you a call to discuss later today if this is still unclear.

Thanks

Josh

---

**From:** [REDACTED]

**Sent:** Thursday, September 17, 2020 6:40 PM

**To:** Josh Vandezande

**Cc:** [REDACTED]

TorontoEast; Ontario Line

**Subject:** Re: Ontario Line update

Hi Josh: Unchanged station locations? I'd like to point out that Metrolinx's pink dots on a pink line, one labeled 'Gerrard' and one 'Leslieville,' on a large white mostly blank space that is supposed to represent a map of the GTA- is not actually telling us where the stations are located.

Without this vital and specific information it doesn't seem like Metrolinx is interested in soliciting any meaningful input from our communities.

[REDACTED]

On Thu, Sep 17, 2020, 5:19 PM Josh Vandezande, <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED]

The alignment and general station locations are unchanged in your area and continue to be available on our website [here](#).

Neighbourhood Updates and the latest information on the alignment and more details about station positions for your area will be shared before the end of the month and we'll setup the meeting with your group soon after so you can get more information. A reminder that the ECR is just the preliminary environmental report on existing conditions. Details on impacts and mitigations will be part of the early works and environmental impact reports.

Hope this helps.

Sincerely,

Josh

**From:** [REDACTED]

**Sent:** Thursday, September 17, 2020 1:29 PM

**To:** Josh Vandezande

**Cc:** [REDACTED]

TorontoEast;

Ontario Line

**Subject:** Re: Ontario Line update

Hi Josh: When are you releasing the alignment of the route and station locations? This draft ECR outlines the

'conditions' of the Ontario Line on hundreds of pages, but without knowing what the alignment is and where the stations are - how can we comment on the potential impacts to our communities or the strategies taken by Metrolinx to mitigate them??

Thanks.

[REDACTED]

LSE CAC

On Thu, Sep 17, 2020 at 11:24 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED]

Nicole is hard to replace so no news there yet but we should have someone in place by the end of the month.

Carmen and I are going to figure out the best way to get you updated on both projects. Depending on how you want to structure the agenda, it might be better to do two meetings. We'll put a proposal together and come back to you. I have noted your preferred timeframe.

We'll use Microsoft Teams for the meeting and while I can't promise zero echoes, we've had lots of practice figuring out how to resolve them over the last couple months!

Talk soon,

Josh

**From:** [REDACTED]  
**Sent:** Thursday, September 17, 2020 9:23 AM  
**To:** Josh Vandezande  
**Cc:** [REDACTED]  
**Subject:** Re: Ontario Line update

Morning Josh: Thanks for the update. We have all been wondering what the heck is happening, so this is welcome news.

Welcome also to Vanessa and Simon to the OL team. Can I ask who is replacing Nicole as the Supervisor while she is on Mat. leave?

Will we be getting an OnCorr/RER electrification update as well, or is this just Ontario Line?

We look forward to meeting up and reviewing the release of this new information with you virtually. I'm hoping we can use something other than the phone line we used last time - with many echo issues. Is it possible to have a video chat - like zoom or something Mx would approve of?

Please send me a few dates and times - but if you can ensure they are around 7-9pm time period that would be ideal. As you know, our membership has children back to school and this week has been very stressful and hectic for them. We would also appreciate some time to review the Draft Environmental Conditions Report you are releasing today.

Many thanks.

[REDACTED]

LSE CAC

On Thu, Sep 17, 2020 at 8:28 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED],

Today, Metrolinx will be releasing the Ontario Line Environmental Conditions Report for public review and feedback. We will also be updating our website with the latest information for the public about procurement and project timelines. Over the coming weeks, we will be posting Neighbourhood Updates to share progress as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

The Ontario Line team would appreciate the opportunity to meet with again with the LSE CAC. We know it has been too long since our last meeting and we appreciate your patience. In addition to a discussion of the ECR, we can review updated information that will be posted for the joint corridor/Riverside/Leslieville area towards the end of the month. I'll get in touch with you with some proposed dates soon. I also want to coordinate with Carmen as I know their team has an update for you.

In the meantime, please encourage your community to visit our [website](#) to learn about and provide feedback on the Environmental Conditions Report and other Ontario Line details. We will be sending you updates and issuing our e-newsletter as new information is posted. This round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We will be promoting the opportunity through outreach on print and social media, our websites, e-newsletter and a mailing to residents and businesses within 500m of the alignment.

Finally, I wanted to take this opportunity to e-introduce you to Vannesa Cheng and Simon Granat who have joined the Ontario Line Community Relations Team. Simon will be the LSE CAC contact, working with Carmen. For consistency and to keep thing easy for the community, the Ontario Line team all works from the one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). I'm not going anywhere but wanted you to get to know a couple more people who will be supporting you. We will have to find time to meet up in the park again, while it's still nice out!

We look forward to connecting with you soon.

Josh

Josh Vandezande



Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

Mobile: 437-218-5436



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**From:** [REDACTED]  
**Sent:** October 19, 2020 11:47 AM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>; KaufmanR@ndp on. ca <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>; Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>  
**Subject:** Re: Missing Correspondence in draft Environmental Conditions Report - Appdx. C3

Hi Josh. Thank you.

[REDACTED]  
On Mon, Oct 19, 2020 at 10:54 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED]  
I have confirmed that Hydro One did not provide any feedback on the draft report.

Josh

**From:** [REDACTED]  
**Sent:** Friday, October 16, 2020 4:44 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>; KaufmanR@ndp on. ca <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>; Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>  
**Subject:** Re: Missing Correspondence in draft Environmental Conditions Report - Appdx. C3

Hi Josh: The attachment you sent only contains the emails that are in the Appx C3 binder now, not the actual HydroOne comments on the ECR. The emails are mostly from Metrolinx asking for comments.

Where are the actual HO comments?

Thanks  
[REDACTED]

On Fri., Oct. 16, 2020, 3:29 p.m. Josh Vandezande, <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

The missing sections were provided to Hydro One subsequently. Please see attached.

**From:** [REDACTED]  
**Sent:** Thursday, October 15, 2020 1:40 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>; KaufmanR@ndp on. ca <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>; Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>  
**Subject:** Re: Missing Correspondence in draft Environmental Conditions Report - Appdx. C3

Hi Josh: Thanks for the COT correspondence. I know what I'm doing today. :-( Also, the Hydro One section in the Appendix C3 for Hydro One doesn't have any of their comments, it's a record of Metrolinx's emails asking for them. The only email from Hydro One back to Metrolinx is looking for more information but said they have reviewed the report:

We are looking for that information. Was it received?

Thank you.  
[REDACTED]

On Thu, Oct 15, 2020 at 11:50 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED]  
Please see attached for the City's comments on the draft ECR (Round 1 and 2). Note that the second round of the City's comments would not have been incorporated in Appendix C3 as these comments were received very shortly before the Draft ECR. They will be included in the final Hydro One feedback can be found in Appendix C3 of the Draft ECR, starting on page 1 [REDACTED]  
[REDACTED] previously mentioned, for CN Rail, we have not received any feedback to date.

Josh

---

**From:** Josh Vandezande  
**Sent:** Thursday, October 08, 2020 1:24 PM  
**To:** [REDACTED]; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>; KaufmanR@ndp on. ca <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>; Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>  
**Subject:** RE: Missing Correspondence in draft Environmental Conditions Report - Appdx. C3

Hi [REDACTED],  
Because we are continuing to receive feedback from ministries and government agencies, their feedback will be included in the final ECR. While Hydro One, City of Toronto and CN Rail were provided the opportunity to review the draft ECR, only City

of Toronto and Hydro One provided feedback. However, The Environmental team is pulling together a summary of the feedback received on the ECR from the City and Hydro One so far and we will forward it to you early next week.

Josh

**From:** [REDACTED]  
**Sent:** Monday, October 05, 2020 10:15 AM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>; KaufmanR@ndp on. ca <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>; Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>  
**Subject:** Missing Correspondence in draft Environmental Conditions Report - Appdx. C3

Morning Josh: I would like to inquire about missing correspondence from the draft EPR and find out where to get copies of it - and also how to have these emails/comments included in the final version of the EPR? There are several references to emails from **Hydro One, City of Toronto and CN Rail** being asked to submit feedback on the draft EPR from Metrolinx- however, none of these email replies with comments from these bodies/agencies is actually included in the binder of correspondence (Appdx C3) or found anywhere that I can find. As a result, we are unable to read the important Ontario Line feedback from our City of Toronto, CN Rail and Hydro One.

Can you please point me to where these emails are located, and if not, how do we obtain copies of these companies & government comments and have them included in the public record?

Sincerely,

[REDACTED]

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----- Forwarded message -----

From: Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
To: Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
Cc:  
Bcc:  
Date: Fri, 16 Oct 2020 18:22:34 +0000  
Subject: FW: Ontario Line – Environmental Conditions and Early Works Draft Report

## Review

---

**From:** Merlin Yuen

**Sent:** July-03-20 9:52 AM

**To:** 'Laura.Dimand@HydroOne.com'

**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good morning Laura – apologies I missed your email yesterday. Please see the files requested located here:

- [REDACTED]
  - Ontario Line Existing Conditions
    - Natural Environment Report
    - Noise and Vibration Report
    - Socio-Economic Report
  - Ontario Line Early Works
    - Air Quality Impact Assessment Memo
    - Natural Environment Report
    - Noise and Vibration Report
    - Traffic Memo
- [REDACTED]
  - Ontario Line Early Works
    - Early Works Report
    - CH Report
- [REDACTED]
  - Ontario Line Existing Conditions
    - Stage 1 AA
    - CH Report

Please let me know if you need anything else, I'm good for a call this morning.

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

**From:** [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com) [mailto:[Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com)]

**Sent:** July-03-20 9:36 AM

**To:** Merlin Yuen

**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Hi Merlin,

Please resend the links below as early as you can. Are you available for a call this morning or afternoon?

Thank you,

**Laura Dimand, B.Sc., GIT**

Environmental Planner, Environmental Programs and Approvals

**Hydro One Networks Inc.**

483 Bay Street | North Tower 12<sup>th</sup> Floor  
Toronto, ON | M5G 2P5

Cell: 416.577.5428

Email: [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com)

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**From:** DIMAND Laura

**Sent:** Thursday, July 02, 2020 3:06 PM

**To:** 'Merlin Yuen' <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>

**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Hi Merlin,

Currently putting together the comments for the 06.04 OL existing conditions reports. Can you resend the OL early works reports from 06/04? I believe I'm having trouble unzipping the subfolder from that submission.

In addition, can you resend the links for the following reports:



- 06/25 OL Environmental Conditions Report: Stg 1 AA and CH report
- 06/05 OL Early Works: Early Works Report and CH Report

Please see Matey's note regarding the 06/15 submission documents. We are currently working on the 06/23 document review.

Regards,

**Laura Dimand, B.Sc., GIT**

Environmental Planner, Environmental Programs and Approvals

**Hydro One Networks Inc.**

483 Bay Street | North Tower 12<sup>th</sup> Floor  
Toronto, ON | M5G 2P5

Cell: 416.577.5428

Email: [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com)

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**From:** Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>

**Sent:** Thursday, June 04, 2020 5:58 PM

**To:** DIMAND Laura <[Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com)>

**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; PETTIGREW Renee <[Renee.Pettigrew@HydroOne.com](mailto:Renee.Pettigrew@HydroOne.com)>; ACEVES Elsy <[Elsy.Aceves@HydroOne.com](mailto:Elsy.Aceves@HydroOne.com)>; SECONDARY LAND USE Department <[SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)>

**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

\*\*\* Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\*

Good afternoon Laura,

Please find [REDACTED] the following Ontario Line reports, and corresponding comment response sheets for HONI's review:

Ontario Line Existing Conditions

- Natural Environment Report
- Noise and Vibration Report
- Socio-Economic Report

#### Ontario Line Early Works

- Air Quality Impact Assessment Memo
- Natural Environment Report
- Noise and Vibration Report
- Traffic Memo

As noted in previous correspondence, we are looking at comments on the reports by end of day, July 2. Please let me know if you have any questions or issues accessing the reports and I can recirculate.

Regards,

#### **MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823

---

**From:** Ontario Line

**Sent:** June-02-20 3:46 PM

**To:** [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com)

**Cc:** James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; Kuru Satkunanathan; Crystal Ho

**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Josh Vandezande](#)  
**To:** [REDACTED]; [Ontario Line](#)  
**Cc:** [Nicolas Valverde](#); [KaufmanR@ndp.on.ca](#); [Tabuns - QP, Peter](#)  
**Subject:** RE: Missing Correspondence in draft Environmental Conditions Report - Appdx. C3  
**Attachments:** [REDACTED]

---

Hi [REDACTED],

Please see attached for the City's comments on the draft ECR (Round 1 and 2). Note that the second round of the City's comments would not have been incorporated in Appendix C3 as these comments were received very shortly before the Draft ECR. They will be included in the final Hydro One feedback can be found in Appendix C3 of the Draft ECR, starting on page 14 (link to report: [https://www.metrolinxengage.com/sites/default/files/ol\\_ecr\\_appendix\\_c3-correspondence\\_record\\_2020-10-07\\_locked.pdf](https://www.metrolinxengage.com/sites/default/files/ol_ecr_appendix_c3-correspondence_record_2020-10-07_locked.pdf)). As previously mentioned, for CN Rail, we have not received any feedback to date.

Josh

---

**From:** Josh Vandezande  
**Sent:** Thursday, October 08, 2020 1:24 PM  
**To:** [REDACTED]; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>; KaufmanR@ndp.on.ca <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>; Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>  
**Subject:** RE: Missing Correspondence in draft Environmental Conditions Report - Appdx. C3

Hi [REDACTED],

Because we are continuing to receive feedback from ministries and government agencies, their feedback will be included in the final ECR. While Hydro One, City of Toronto and CN Rail were provided the opportunity to review the draft ECR, only City of Toronto and Hydro One provided feedback. However, The Environmental team is pulling together a summary of the feedback received on the ECR from the City and Hydro One so far and we will forward it to you early next week.

Josh

**From:** [REDACTED]  
**Sent:** Monday, October 05, 2020 10:15 AM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>; KaufmanR@ndp.on.ca <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>; Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>  
**Subject:** Missing Correspondence in draft Environmental Conditions Report - Appdx. C3

Morning Josh: I would like to inquire about missing correspondence from the draft EPR and find out where to get copies of it - and also how to have these emails/comments included in the final version of the EPR? There are several references to emails from **Hydro One, City of Toronto and CN Rail** being asked to submit feedback on the draft EPR from

Metrolinx- however, none of these email replies with comments from these bodies/agencies is actually included in the binder of correspondence (Appdx C3) or found anywhere that I can find. As a result, we are unable to read the important Ontario Line feedback from our City of Toronto, CN Rail and Hydro One.

Can you please point me to where these emails are located, and if not, how do we obtain copies of these companies & government comments and have them included in the public record?

Sincerely,

[REDACTED]

LSE CAC

# Review Comments Spreadsheet

## Work Plan

**\* Actions:**  
 1 = Will comply  
 2 = Discuss, clarification required  
 3 = Not applicable because .....

**\*\* Status:**  
 O = Open, not resolved  
 P = Pending incorporation in design  
 C = Closed, implementation complete



| Project Name: Ontario Line       |               |                            |                                        | Revised By:                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|----------------------------------|---------------|----------------------------|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project No:                      |               |                            |                                        | Date In:                                                                                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Draft Natural Environment Report |               |                            |                                        | Date Out:                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Item No.                         | Reviewer Name | Description                | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                            | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 1                                | City Planning | Natural Environment Report | General                                | Confirm that TRCA, RVFP, and Urban Forestry have been circulated on this report. City Planning typically undertakes a joint review of Natural Environment reports with these agencies.                                                                                                                                                                    | City of Toronto TEO coordinates City review of OL reports. Metrolinx provides to the TEO and from there reports are circulated to the various City departments.                                                                                                                                                                                                                                                                                                                                    |
| 2                                | City Planning | Natural Environment Report | General                                | The study area should include the MSF and greater extents of Thorncliffe Park and Celestica, which are within or immediately adjacent to natural areas that may be impacted by the project. Confirm why there appear to be arbitrary gaps in the study area (e.g. northeast of MSF).                                                                      | The study area was developed based on the representative alignment presented in the Ontario Line Initial Business Case where a buffer was applied to the representative alignment to characterize existing environmental conditions and provide flexibility for further project planning. If, as the project evolves, additional areas need to be added to the study area currently presented, this will be completed under separate cover through the impact assessment report and/or early works |
| 3                                | City Planning | Natural Environment Report | Section 3.2, Page 14-15                | Provincial legislation should include discussion of the Conservation Authorities Act. Provincial policy should include discussion of the Growth Plan for the Greater Golden Horseshoe.                                                                                                                                                                    | Discussion on the Greenbelt, Growth Plan for GGH, and Conservation Authorities Act was included.                                                                                                                                                                                                                                                                                                                                                                                                   |
| 4                                | City Planning | Natural Environment Report | Section 3.3, Page 15                   | Include a reference in this section to the TRCA Living City policies, which guides the implementation of TRCA's legislated/delegated roles in reviewing environmental assessments.                                                                                                                                                                        | Reference to the TRCA Living City Policies has been include in Section 3.2.5 Conservation Authorities Act. The revisions include the following: " <i>Metrolinx will engage with the TRCA as detailed design advances, including regarding compensation and post-planting monitoring, in support of The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority (TRCA, 2014) ."</i>                                                    |
| 5                                | City Planning | Natural Environment Report | Section 4.2, Page 17-18                | Include a reference in this section to Official Plan ESA policy 3.4.14 on development or site alteration in these areas which says "...New or expanding infrastructure should be avoided unless there is no reasonable alternative, adverse impacts are minimized and natural features and ecological functions are restored or enhanced where feasible." | Reference to Section 3.4.14 of the Official Plan has been added under Section 4.2                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 6                                | City Planning | Natural Environment Report | Section 4.2, Page 18                   | Clarify reference to section 8.22 of the report, which does not exist.                                                                                                                                                                                                                                                                                    | Reference to Section 8.2.2. has been removed.                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 7                                | City Planning | Natural Environment Report | Section 5, Page 48-53                  | Confirm that commitments to mitigation measures identified in the report will be expressed as mandatory requirements for project proponents in the project requirements.                                                                                                                                                                                  | As noted in the MECP's Guide and Glossary for Environmental Assessments in Ontario, commitments are made legally binding as a condition of approval. Metrolinx will work with commercial partners as the project progresses to ensure commitments made in during the EPR process are reflected in agreements with contractors.                                                                                                                                                                     |
| 8                                | City Planning | Natural Environment Report | Appendix A                             | Confirm the purpose of the additional polygon within the ET Seaton Crossing AI in the OLN Study Area (note: polygon appears on several maps). Provide a label describing the relevance of this polygon (if it is not a mapping error).                                                                                                                    | This polygon is cutout of the Study Area boundary for OLN where impacts are not anticipated.                                                                                                                                                                                                                                                                                                                                                                                                       |
| 9                                | City Planning | Natural Environment Report | Appendix B                             | Some photographs are captioned with dates that occur after the report was written. Confirm correct dates and make edits as required (e.g. Page 3; check for others).                                                                                                                                                                                      | Comment noted, these references have been revised as necessary.                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 10                               |               |                            |                                        |                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 11                               |               |                            |                                        |                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |



# Review Comments Spreadsheet

## Work Plan


**\* Actions:**  
 1 = Will comply  
 2 = Discuss, clarification required  
 3 = Not applicable because .....

**\*\* Status:**  
 O = Open, not resolved  
 P = Pending incorporation in design  
 C = Closed, implementation complete



| Project Name: Ontario Line       |                |             |                                                 | Revised By:                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|----------------------------------|----------------|-------------|-------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Project No:                      |                |             |                                                 | Date In:                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Draft Natural Environment Report |                |             |                                                 | Date Out:                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Item No.                         | Reviewer Name  | Description | Part, Chapter, Sec, Subsec, page, DWG#          | Review Comment                                                                                                                                                                                                                                                    | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 1                                | Urban Forestry |             | general                                         | As parts of the Ontario Line are within a Natural Heritage System, please submit the Natural Heritage Impact Study for review and comment                                                                                                                         | According to Section 3.4.14 of the City of Toronto Official Plan for new or expanding infrastructure that cannot avoid the Natural Heritage System, "An impact study, as referred to in Policy 12, will be required for any proposed undertaking in those areas not already the subject of an Environmental Assessment under the Environmental Assessment Act". The Ontario Line Project is being completed under O.Reg. 341/20 of the Environmental Assessment Act. An Environmental Impact Assessment Report (which is separate from the Natural Environment Environmental Conditions Report provided for review) will be prepared and submitted for review to agencies at a later time. A separate Natural Heritage Impact Study is therefore not required and will not be submitted. |
| 2                                | Urban Forestry |             | general                                         | All mitigation measures will be explored to minimize the project impact to the TRCA, RNFP, ESA and NHS regulated areas as well as any other significant natural features such as provincially significant wetland                                                 | The purpose of the Natural Environment Environmental Conditions Report is to document existing conditions and provide preliminary and example potential effects and mitigation measures to be further evaluated and refined as part of the Environmental Impact Assessment Report, which will conduct a more detailed impact assessment based on preliminary design. All mitigation measures will be explored to minimize project impact on identified features in the Environmental Impact Assessment Report.                                                                                                                                                                                                                                                                           |
| 3                                | Urban Forestry |             | EPR, section 4.2                                | Submit Voluntary Project Review Letter for review                                                                                                                                                                                                                 | Comment noted, Metrolinx will consult TRCA as project planning and design progress                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 4                                | Urban Forestry |             | EPR, section 4.2                                | As Mx has stated that it is committed to working with municipalities to obtain the necessary permits, the city's RNFP bylaw 658 shall apply. Urban Forestry will review the VPR Letter from TRCA and compensation will be to the approval and satisfaction of UF. | As noted in the Metrolinx Vegetation Guideline, all trees on public/private lands will follow applicable bylaws and regulations. For trees within a designated natural area, compensation will be ecological. In cases where trees are both subject to by-laws/regulations and are located within a designated natural area, a combined approach (bylaw and ecological compensation) will be taken such that the total compensation is equivalent to the most conservative approach.                                                                                                                                                                                                                                                                                                     |
| 5                                | Urban Forestry |             | EPR, section 4.3                                | Submit updated vegetation communities/plant inventory for review                                                                                                                                                                                                  | Comment noted, this will be provided as next submission as there are ongoing surveys being completed at the time of completion of this report, and results will be updated in the final report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 6                                | Urban Forestry |             | EPR, table 5-1, vegetation communities, removal | Add text. Compensation will be to the approval and satisfaction of Urban Forestry                                                                                                                                                                                 | This project will be following the Metrolinx Vegetation Guideline which has set compensation requirements for lands within Metrolinx Right-of-Way, and Public/Private lands. Development of this vegetation compensation program included consultation with conservation authorities and municipalities and it is intended that this approach will meet the expectations of all relevant stakeholders. As such, reference to the Metrolinx Vegetation Guideline should already be to the satisfaction of the City and as such, no edit is required at this time.                                                                                                                                                                                                                         |

| Item No. | Reviewer Name  | Description                                                     | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                       | Response & Details (Authors - )                                                                                                                                           |
|----------|----------------|-----------------------------------------------------------------|----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 7        | Urban Forestry |                                                                 | general                                | Submit proposed seed mixes for land restoration during the detailed design stage                                                                                                                                                                                                                                     | This project will be following the Metrolinx Vegetation Guideline which outlines recommended seed mixes.                                                                  |
| 8        | Urban Forestry |                                                                 | general                                | Please use TRCA's Erosion and Sediment Control guideline for Urban Construction (December 2006) in conjunction with other guidelines                                                                                                                                                                                 | The Greater Golden Horseshoe's Erosion and Sediment Control Guideline for Urban Construction (December, 2006) is already referenced in Table 5-1.                         |
| 9        | Urban Forestry |                                                                 | General                                | Submit a tree inventory and an arborist report during the detailed design for review and comment by Urban Forestry                                                                                                                                                                                                   | Additional vegetation due diligence studies are being completed and results will be presented under separate cover, which will be circulated to agencies at a later date. |
| 10       | LAU            | DRAFT Natural Environment Report Env Conditions Report May 2020 | General                                | The City and Mx have an existing licence agreement called an Omnibus PTE for the use of certain City-owned properties required by Mx for due diligence works for the OL. No new PAA shall be issued to Mx or their representatives. All authorization will be given through RES after consultation with Parks staff. | Comment noted.                                                                                                                                                            |
| 11       |                |                                                                 |                                        |                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                           |
| 12       |                |                                                                 |                                        |                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                           |
| 13       |                |                                                                 |                                        |                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                           |
| 14       |                |                                                                 |                                        |                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                           |
| 15       |                |                                                                 |                                        |                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                           |

| Review Comments Spreadsheet |               |                                                   |                                        | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....                                                                                                                                                                                                                                                                                                                                                             | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete                                                                                                                                                                                                     | <br>An agency of the Government of Ontario<br>Une agence du gouvernement de l'Ontario |
|-----------------------------|---------------|---------------------------------------------------|----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Work Plan                   |               |                                                   |                                        | Project Name: Ontario Line                                                                                                                                                                                                                                                                                                                                                                                                                                           | Revised By:                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                         |
|                             |               |                                                   |                                        | Project No:                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Date In:                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                         |
|                             |               |                                                   |                                        | Draft Noise & Vibration Report                                                                                                                                                                                                                                                                                                                                                                                                                                       | Date Out:                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                         |
| Item No.                    | Reviewer Name | Description                                       | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Response & Details (Authors - )                                                                                                                                                                                                                                                                                        |                                                                                                                                                                         |
| 1                           | City Planning | Noise & Vibration Environmental Conditions Report | Section 2.2, Pages 4-5                 | For ease of reference, the method should indicate when baseline noise measurements were taken (Appendix B suggests November 2019, but confirm in report).                                                                                                                                                                                                                                                                                                            | Timelines for noise measurements can be provided in the report.                                                                                                                                                                                                                                                        |                                                                                                                                                                         |
| 2                           | City Planning | Noise & Vibration Environmental Conditions Report | Section 2.2, Pages 4-5                 | Given the project includes above-ground components that could impact pedestrian comfort on retail streets such as Overlea Boulevard, the method should include comparison of baseline and future noise levels in the public realm along the future elevated alignment and stations.                                                                                                                                                                                  | The purpose of the Noise and Vibrations Environmental Conditions Report is to document baseline conditions within the Ontario Line Project study area. As further details of design are confirmed during project planning, impact assessment will be completed based on the representative alignment.                  |                                                                                                                                                                         |
| 3                           | City Planning | Noise & Vibration Environmental Conditions Report | Section 4, Page 9                      | Provide discussion in the report about acceptable noise and vibration levels, or acceptable increases to these levels. Confirm whether acceptable noise and vibration from the project is assessed compared to baseline levels or a threshold of acceptable noise and vibration levels to sensitive receptors.                                                                                                                                                       | Discussion on applicable noise and vibration criteria for future work is presented in Section 5 (Future Work).                                                                                                                                                                                                         |                                                                                                                                                                         |
| 4                           | City Planning | Noise & Vibration Environmental Conditions Report | Section 5, Page 11                     | Confirm how the noise and vibration impact studies will address variations that may exist in the proposals from the various proponents. We assume this would be based on parameters established for the reference concept design. Confirm that the project requirements will include maximum noise/vibration levels that the project must achieve, and that proponents will be required to undertake noise/vibration modelling for their specific proposed solution. | Noise and Vibration Impact Assessment will be based on the RCD which establishes a base percentage of design and takes into account a worst-case scenario to ensure conservative assumptions which account for variations should they exist in proposals from bidders.                                                 |                                                                                                                                                                         |
| 5                           | City Planning | Noise & Vibration Environmental Conditions Report | Table 9, Page 12                       | City Planning anticipates being consulted on the design of any proposed mitigation measures such as noise attenuation walls and other permanent physical measures to control noise from the project, to ensure that their design meets the intent of Official Plan policies, design guidelines, and Metrolinx design standards.                                                                                                                                      | Comment noted.                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                         |
| 6                           | City Planning | Noise & Vibration Environmental Conditions Report | Appendix B (General)                   | Confirm how the study area was determined, and why noise/vibration measurement locations would be located outside the study area. Explain why the study area extents vary widely in proximity to the proposed infrastructure (i.e. very narrow in some areas, very wide in other areas). The main report should include some discussion about this.                                                                                                                  | Study area was determined based on the representative alignment outlined through the business case. Segments of the study area that have narrow extents represent areas in which there is certainty regarding the alignment whereas areas with a wider extent allow for flexibility in modifications to the alignment. |                                                                                                                                                                         |
| 7                           | City Planning | Noise & Vibration Environmental Conditions Report | Appendix B (General)                   | The mapping of the study area with noise/vibration monitoring locations appears to skip an entire area of the project between Leslieville and Corktown Stations, around Moss Park Station, and between King-Bathurst and Exhibition Stations. Explain why these areas are not covered by the mapping/report. The mapping could also be improved by indicating the locations of the sensitive receptors considered in the report.                                     | AECOM can include an overview map displaying all monitoring locations.<br><br>The area between Leslieville and Corktown stations can be conservatively represented by the M0_02S monitoring location, as it is in a similar neighbourhood but further from the DVP and Eastern Avenue.                                 |                                                                                                                                                                         |

|    |               |                                                   |                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|----|---------------|---------------------------------------------------|-----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 8  | City Planning | Noise & Vibration Environmental Conditions Report | Appendix B (PDF Pages 26, 29, 34) | <p>We are concerned that some existing and future sensitive uses in close proximity to the proposed infrastructure are outside the study area. The following areas are of specific concern, given that they may expect to experience some noise/vibration transmission from the project:</p> <ul style="list-style-type: none"> <li>■ Booth Avenue: residential homes are excluded from the study area although they are in direct line-of-sight from the rail corridor and could be expected to experience some noise/vibration transmission from the project.</li> <li>■ Thorncliffe Park Apartment Neighbourhood: the bulk of the residential population is outside the study area while less sensitive uses are included.</li> <li>■ Windom Road and Vanderhoof Avenue: residential homes are excluded from the study area despite close proximity to elevated guideway.</li> <li>■ North of Eglinton Avenue: interest in impact of elevated guideway terminal operations on future residential on Celestica site.</li> </ul> | <p>As part of the existing conditions assessment for Noise and Vibration, a desktop study was completed to identify sensitive receptors in proximity to the representative alignment that would potentially be impacted by the project.</p> <p>As project planning and design advance, assessment of the potentially impacted receptors will be completed based on the final alignment and results presented as part of the EIAR.</p> |
| 9  | City Planning | Noise & Vibration Environmental Conditions Report | Appendix D                        | It would be helpful to summarize the noise/vibration monitoring information in chart form in the main body of the report (e.g. histograms).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Time histories are provided for vibration as individual events are more critical to the typical assessment approach. Histograms are typically not provided for noise as criteria/metrics are based around energy averages over longer periods of time.                                                                                                                                                                                |
| 10 |               |                                                   |                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 11 |               |                                                   |                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 12 |               |                                                   |                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 13 |               |                                                   |                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 14 |               |                                                   |                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 15 |               |                                                   |                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                       |

Review Comments Spreadsheet

Work Plan

\* Actions:

1 = Will comply

2 = Discuss, clarification required

3 = Not applicable because .....

\*\* Status:

O = Open, not resolved

P = Pending incorporation in design

C = Closed, implementation complete

Project Name:

Ontario Line

Project No:

Revised By:

Date In:

Draft Noise & Vibration Report

Date Out:


| Item No. | Reviewer Name | Description                                                 | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                  | Response & Details (Authors - )                                                                                                                                             |
|----------|---------------|-------------------------------------------------------------|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1        | LAU           | DRAFT Noise & Vibration Environmental Conditions Report May | General                                | Future Work shall include noise and vibration impact study to existing Jimmie Simpson Recreation Centre as works are proposed in very close proximity to the Recreation Centre. | Typically recreation centres are not considered noise or vibration sensitive developments. The building will be considered in the construction vibration impact assessment. |
|          |               |                                                             |                                        |                                                                                                                                                                                 |                                                                                                                                                                             |
|          |               |                                                             |                                        |                                                                                                                                                                                 |                                                                                                                                                                             |
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| Review Comments Spreadsheet               |                                                                  |                        |                                        | * Actions:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | ** Status:                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
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| Work Plan                                 |                                                                  |                        |                                        | 1 = Will comply                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | O = Open, not resolved                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| Draft N&V Environmental Conditions Report |                                                                  |                        |                                        | 2 = Discuss, clarification required                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | P = Pending incorporation in design                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|                                           |                                                                  |                        |                                        | 3 = Not applicable because .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Project Name:                             |                                                                  |                        |                                        | Ontario Line                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Revised By:                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Project No:                               |                                                                  |                        |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Date In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| OL_Draft Noise & Vibration Report.pdf     |                                                                  |                        |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Item No.                                  | Reviewer Name                                                    | Description            | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 1                                         | Transportation Expansion Office in consultation with LeighFisher | Noise Measurements     | 2.2, Methods                           | <p>Please explain why noise meters were placed 3 m above ground.</p> <p>It is standard practice that in general noise measurements should use a microphone height of 5 ft (1.5 m) above ground (per the FHWA Noise Measurement Handbook), being representative of ear height for a standing person.</p>                                                                                                                                                                                                                                                                                                                                                 | <p>Noise meters were placed approximately 3 meters above ground to help avoid tampering and to keep equipment secure. It is not feasible to maintain a noise level at 1.5 meter heights in an urban environment.</p> <p>In terms of representative noise levels for a location, this difference in height of 1.5 metres should be negligible as meters were not placed in areas where there would be a difference in noise shielding between 1.5 and 3 meter heights.</p> |
| 2                                         | Transportation Expansion Office in consultation with LeighFisher | Noise Measurements     | 2.3, Results                           | <p>Provide justification for the following assumption noted in the report:</p> <p><i>"Data that could potentially be used to represent areas without measured data are highlighted in grey within the result tables. The representative data has been selected based on alternative locations or time periods where ambient noise levels are expected to be similar or lower."</i></p> <p>Note: Per the FTA Transit Noise and Vibration Impact Assessment Manual (2018), "Justification for all assumptions used in the analysis, such as selection of representative measurement sites and all baseline conditions, must be presented for review."</p> | <p>Justification for using data where measured data was unavailable is provided in the Discussion section (Section 4).</p>                                                                                                                                                                                                                                                                                                                                                |
| 3                                         | Transportation Expansion Office in consultation with LeighFisher | Vibration Measurements | 3.2 Methods, Table 5                   | <p>Was consideration given to taking vibration measurements inside the recording studio to support determining potential impacts to sensitive sites?</p> <p>Note: The FTA Transit Noise and Vibration Impact Assessment Manual (2018) recommends conducting outdoor and/or indoor measurements to characterize existing vibration conditions, as appropriate.</p>                                                                                                                                                                                                                                                                                       | <p>Consideration was given to performing measurements at this location, but access was not granted.</p>                                                                                                                                                                                                                                                                                                                                                                   |
| 4                                         |                                                                  |                        |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 5                                         |                                                                  |                        |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 6                                         |                                                                  |                        |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 7                                         |                                                                  |                        |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 8                                         |                                                                  |                        |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 9                                         |                                                                  |                        |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 10                                        |                                                                  |                        |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 11                                        |                                                                  |                        |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 12                                        |                                                                  |                        |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 13                                        |                                                                  |                        |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 14                                        |                                                                  |                        |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 15                                        |                                                                  |                        |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |





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| Work Plan                   |               |                                  |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                         |
| Project Name:               |               |                                  |                                        | Ontario Line                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                         |
| Project No:                 |               |                                  |                                        | Revised By:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                         |
| Draft Socio-Ec Report       |               |                                  |                                        | Date In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                         |
|                             |               |                                  |                                        | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                         |
| Item No.                    | Reviewer Name | Description                      | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                         |
| 1                           | City Planning | Socio-Economic Conditions Report | General                                | Consider expanding the study area to take broader socio-economic impacts or concerns of a transit project into account (e.g. transit-oriented development, business impacts, transportation patterns, social equity, etc.). The study area for the socio-economic conditions analysis appears to be arbitrarily delineated, does not follow logical natural or community boundaries, and does not include many areas that would be positively or negatively impacted by the project. Provide a more complete explanation for how the study area was defined. City Planning can provide extensive local knowledge to assist with the delineation of the study area. | The project's study area was developed through a review of the representative alignment. The intent of the socio-economic conditions report is to document surrounding socio-economic conditions within the project's study area and not to characterise socio-economic benefits or impacts of the project. Socio-economic benefits are documented through the business case process, which can be found in the Ontario Line Initial Business Case. |                                                                                                                                                                         |
| 2                           | City Planning | Socio-Economic Conditions Report | General                                | If this EPR is intended to include the Maintenance and Storage Facility, the study area should include the Leaside Employment Area and Laird in Focus study area to assess impacts of the MSF on these areas. If the MSF will be covered by its own EPR, these impacts can be addressed through that process.                                                                                                                                                                                                                                                                                                                                                      | The Laird in Focus Study area is outside of the OLN study area and as such will not be included. Language on Leaside Employment Area has been added to the report.<br><br>The Project study area includes the potential location of the MSF, based on the representative alignment. Project-specific impacts will be studied and documented in the EIAR, in accordance with O. Reg. 341/20.                                                         |                                                                                                                                                                         |
| 3                           | City Planning | Socio-Economic Conditions Report | Section 3.1.1, Page 12                 | Update the review of the Provincial Policy Statement and its implications for the Ontario Line. The 2014 version has been superseded by the 2020 version and is not current with the date of the draft report.                                                                                                                                                                                                                                                                                                                                                                                                                                                     | This will be addressed in the revised report.                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                         |
| 4                           | City Planning | Socio-Economic Conditions Report | Section 3.2.1, Page 17                 | The report should make clear the relationships between the land use designations, secondary plans, and site and area specific policies that are discussed. As per the interpretation policies, all the policies of the Official Plan apply to the areas subject to Secondary Plans contained in Chapter Six, except in the case of a conflict, the Secondary Plan policy will prevail. All OP policies apply to areas subject to site/area specific policies contained in Chapters Six and Seven except where in the case of a conflict, the site/area specific policy will prevail.                                                                               | This will be clarified in the revised report.                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                                         |

|    |               |                                  |                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                        |
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| 5  | City Planning | Socio-Economic Conditions Report | Section 3.2 in General       | <p>Ensure current Official Plan information and maps are being used (February 2019 consolidation as amended). We note that some policy language and designation labels are out of date.</p> <ul style="list-style-type: none"> <li>- e.g. Page 22: Employment Districts no longer exist in Map 2, and Employment Areas in the Land Use Plan have been replaced by Core Employment Areas and General Employment Areas.</li> <li>- e.g. Figure 3-6e: Official Plan land use designation maps are out of date and do not reflect recent Official Plan Amendments, such as the Celestica development that was approved on the northwest corner of Eglinton and Don Mills.</li> </ul> <p>Check for other instance of similar errors.</p> | This will be adjusted in the mapping.                                                                                                                                                                                                  |
| 6  | City Planning | Socio-Economic Conditions Report | Section 3.2.1.3, Page 40-42  | <p>Add Secondary Plans and Planning Studies missing from the list including Don Mills Crossing SP (around Eglinton and Don Mills), the Laird in Focus PS, and the Gerrard-Carlaw PS.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <p>A summary on the Don Mills Crossing SP and Gerrard Carlaw PS will be added to the OLN Secondary Plans section.</p> <p>The Laird in Focus Planning Study falls outside of the OLN Study Area, and as such, will not be included.</p> |
| 7  | City Planning | Socio-Economic Conditions Report | Section 3.2.1.3.1.1, Page 40 | <p>Correct CWSP history in report. Note that the CWSP has been under appeal since it was originally adopted in 2003. The portion for the western waterfront has since come into force. The 2003 CWSP was never in effect and does not remain in effect for the Port Lands, and the LPAT hearing will not change what is already in effect for other areas of the CWSP.</p>                                                                                                                                                                                                                                                                                                                                                          | This will be addressed in the revised report.                                                                                                                                                                                          |
| 8  | City Planning | Socio-Economic Conditions Report | Sec 3.2.1.3.2.2, Page 42     | <p>The report should note that Council considered a Proposed Secondary Plan amendment for King-Parliament in October 2019. The updated objectives articulated in that plan should replace the objectives noted in the report, as follows: • Support and enhance the employment cluster in the King-Parliament area; • Conserve heritage properties; • Improve and expand parks and the public realm; and • Simplify interpretation of overlapping policy frameworks.</p>                                                                                                                                                                                                                                                            | This will be addressed in the revised report.                                                                                                                                                                                          |
| 9  | City Planning | Socio-Economic Conditions Report | Table 3-1, Page 44           | <p>The Ontario Line North section of Table 3-1 should include SASP 254 related to 59/75 Wynford Drive, and SASP 511 related to Celestica.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | SASP 511 will be added to Table 3-1. SASP 254 falls outside of the Study Area.                                                                                                                                                         |
| 10 | City Planning | Socio-Economic Conditions Report | Table 3-2, Page 49           | <p>The Ontario Line North section of Table 3-2 should include reference to the Laird In Focus guidelines. The Ontario Line South section should include the Northwest PATH EA and West Don Lands Master Plan EA.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | The Laird in Focus Study Area boundary is outside of the OLN Study Area. The OLS segment table will include the Northwest PATH EA and the West Don Lands Master Plan EA.                                                               |
| 11 | City Planning | Socio-Economic Conditions Report | Section 4.1.2.1, Page XX     | <p>Correct the inaccurate statement that "Along the main streets of Front, King Street E. and Queen Street E. are numerous...." The stretch of Front St. E. and King St. E. within the study area are not all typical main streets.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | This will be addressed in the revised report.                                                                                                                                                                                          |
| 12 | City Planning | Socio-Economic Conditions Report | Section 4.1.2.2, Page 57     | <p>Correct the description of The Esplanade east of Jarvis Street. The description is accurate only west of Jarvis St. East of Jarvis, The Esplanade is a local neighbourhood street encompassing David Crombie Park, residential, school and civic uses. Also delete the last paragraph as the St. Lawrence neighbourhood is not in West Don Lands/Industrial Sub-area.</p>                                                                                                                                                                                                                                                                                                                                                        | This will be addressed in the revised report.                                                                                                                                                                                          |

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| 13 | City Planning | Socio-Economic Conditions Report | Section 4.1.3.3, Page 59                | <p>Complete the description of the Thorncliffe Park Sub-Area which is missing some key features including the Costco development and integration of former Coca Cola headquarters heritage building on the site, and a number of places of worship.</p> <p>Also note that the statement "This mall and associated plaza [East York Town Centre] are situated in the centre of the neighbourhood and comprise the majority of the Overlea Boulevard frontage" is not an accurate description of Overlea Boulevard.</p> | <p>These key features are located in the Thorncliffe Employment Sub-Area and will be added to the revised report.</p> <p>The statement about the mall and plaza will be revised to state "...comprise a large portion of the Overlea Boulevard frontage within the OLN Study Area".</p>                                            |
| 14 | City Planning | Socio-Economic Conditions Report | Section 4.1.3.4, Page 60                | <p>Clarify what is meant by the reference to a "Sub-Area" north of Eglinton Avenue East. This is not shown in Figure 2-3.</p> <p>This section is missing some key features and should include reference to the approved Celestica development in northwest quadrant, the CreateTO/Housing Now sites south of Eglinton, and the Don Mills Crossing Secondary Plan.</p>                                                                                                                                                 | <p>The "sub-area" reference will be reworded to avoid confusion.</p> <p>This section is intended to speak to the existing physical characteristics of the area, not the planned / future conditions. A reference is made to the Celestica development in the last sentence, which points to Section 7 for further information.</p> |
| 15 | City Planning | Socio-Economic Conditions Report | Figure 4-2e-f, Page 75-76               | Show missing critical trail link connecting Mill Street to Lower Don Trail through Corktown Common and under the Richmond Hill GO corridor in the map.                                                                                                                                                                                                                                                                                                                                                                | This will be added to Figure 4-2e-f.                                                                                                                                                                                                                                                                                               |
| 16 | City Planning | Socio-Economic Conditions Report | Figures 4-3b, 4-3c and 4-3e, Page 83-85 | <p>Include references from the Don Mills Crossing and Laird in Focus mobility plans in the map of cycling infrastructure. Confirm that all connections in Thorncliffe Park have been shown. Note that the cycle track shown on Millwood north of Overlea is not consistent with the City's latest Cycling Network Plan.</p>                                                                                                                                                                                           | <p>We will adjust the mapping accordingly.</p> <p>The Laird in Focus Study Area boundary is outside of the OLN Study Area.</p>                                                                                                                                                                                                     |
| 17 | City Planning | Socio-Economic Conditions Report | Section 4.2.3.2.2, Page 81              | For information, note that Don Mills Crossing has planned cycling infrastructure for 3 quadrants of Don Mills Rd and Eglinton Ave E, including cycle tracks, lanes, and multi-use paths.                                                                                                                                                                                                                                                                                                                              | This will be added in-text.                                                                                                                                                                                                                                                                                                        |
| 18 | City Planning | Socio-Economic Conditions Report | Section 4.3.1, Page 87-88               | The report should note the Cultural Heritage Landscape Assessment for Exhibition Place (2019), which includes recommendations for rehabilitation of the public realm. The report should include some discussion of Exhibition Place as a major heritage resource, conference and event centre, and open space.                                                                                                                                                                                                        | This will be clarified in the revised report.                                                                                                                                                                                                                                                                                      |
| 19 | City Planning | Socio-Economic Conditions Report | Table 5-4, Page 106                     | Revise table and corresponding map to reflect that the three areas west of Strachan identified as parks/open spaces. These are not municipal parks, and one is a transformer station.                                                                                                                                                                                                                                                                                                                                 | This will be clarified in the revised report.                                                                                                                                                                                                                                                                                      |
| 20 | City Planning | Socio-Economic Conditions Report | Table 5-7, Page 108                     | List of Daycares should include City Kids Early Learning and Child Care Centre at 34 Bathurst Street. Community Groups should include Friends of Fort York and The Bentway.                                                                                                                                                                                                                                                                                                                                           | This will be added to the revised report.                                                                                                                                                                                                                                                                                          |
| 21 | City Planning | Socio-Economic Conditions Report | Section 6, Page 124-146                 | Recommend including a social equity analysis consisting of source data from the City's Neighbourhood Equity Index and Neighbourhood Improvement Areas, which would reflect an analysis of the degrees of inequality experienced in Toronto's 141 defined neighbourhoods based on a composite of key indicators, in order to be consistent with the City's rapid transit evaluation framework.                                                                                                                         | A social equity analysis outside the scope of the environmental assessment which documents the environmental impacts of the project. Social and economic benefits of the project are documented within the Initial Business Case for the Ontario Line.                                                                             |

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| 22 | City Planning | Socio-Economic Conditions Report | Section 6.1.1, Page 124-127      | <p>Review Section 6.1.1 carefully as it does not accurately reflect the census data presented. Examples:</p> <ul style="list-style-type: none"> <li>■ Table 6-2 shows percentage of population by age but the discussion refers to actual counts of people by age. The table titles should reflect what is being presented "Proportion of" or "Percentage of".</li> <li>■ p. 126, first paragraph. Table 6-5 shows the proportions of people who are recent immigrants, not the numbers.</li> <li>■ p. 127, first paragraph. Table 6-7 shows a slight decline in average household size; it doesn't show decline in population.</li> <li>■ p. 127, second paragraph. Table 6-8 reports average household income, not average (personal) income.</li> <li>■ p. 127, third paragraph. Table 6-9 reports the proportion of households by tenure, not the numbers. Without the absolute numbers, it is not appropriate to conclude based on the shares of the subareas whether there are more or fewer renters. It may be true but it cannot be stated from this data.</li> </ul> | This will be clarified in the revised report.                                                                                                                                                                               |
| 23 | City Planning | Socio-Economic Conditions Report | Figure 7-3b, Page 164            | A rezoning symbol should be included for the CreateTO Housing Now site at 805 Don Mills Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | This application was captured as part of ID #4 (770 Don Mills Road) as they were submitted as one application. The symbols will be added to both parcels of land to further clarify.                                        |
| 24 | City Planning | Socio-Economic Conditions Report | Section 7, Page 147              | Correct factual errors with application appeals. Note that not all application types listed here are appealed to TLAB, only minor variances. Other applications are appealed to the LPAT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | This will be reviewed and clarified in the revised report.                                                                                                                                                                  |
| 25 | City Planning | Socio-Economic Conditions Report | Section 7.3, Page 162            | <p>Include key aspects of developments following the direction of Housing Now initiatives that should be noted in this section (including relationship to the Ontario Line alignment):</p> <ul style="list-style-type: none"> <li>■ 770 Don Mills Road (southwest corner) - Three residential towers with approximately 1,200 residential units, portions of which would be affordable and market rental housing, daycare, and City Council authorized land exchange with the TDSB to facilitate the development of an elementary school.</li> <li>■ 805 Don Mills Road (southeast corner) - Three residential towers with approximately 1,000 residential units, portions of which would be affordable and market rental housing, daycare, and other non-residential uses.</li> </ul>                                                                                                                                                                                                                                                                                        | ID #4 will be further updated to reflect these key elements. We will also make note that there are redevelopments as part of Housing Now in the Flemington Park Sub-Area under the larger OLN summary section in Section 7. |
| 26 | City Planning | Socio-Economic Conditions Report | Table 7-1 & Figure 7-2, Page 164 | <p>Correct factual errors in the report regarding applications:</p> <ul style="list-style-type: none"> <li>■ The following applications were not in the list or figure and should be added: 60 Mill St., 109 George St., 53 Ontario St., 125 Mill St., 125 Mill St. R; 31R Parliament St.; 133 Queen St. E.</li> <li>■ The following applications are withdrawn, completed or refused and are not longer active: 56; 57; 65; 73.</li> </ul> <p>Clarify how the report defines "active" applications, and update out-of-date information in table. Recommend separating active applications that are in the OPA, Rezoning, Plan of Subdivision, and Minor Variance phases from those in the Site Plans and Plans of Condominium phases.</p> <p>Confirm latest list and status of applications through the City's Application Information Centre.</p>                                                                                                                                                                                                                           | Factual errors will be updated in the revised report. Date of development application review will be clarified.                                                                                                             |

|    |               |                                  |                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| 27 | City Planning | Socio-Economic Conditions Report | Section 8, Page 177  | Include impacts to communities and human environments in the assessment. Potential project impacts speaks only to hard environmental impacts and makes no reference the demographic characteristics across the line and how different groups may be impacted differently during construction and operations. Given the effort to include demographic analysis, the demographic discussion would benefit from a summary of the variations along the line and how the proposed project could impact the areas and their residents differently. | The intent of the socio-economic conditions report is to document existing demographic information within the study area. Socio-economic impact assessment will be completed under separate cover (Environmental Impact Assessment Report). However, typical approach for the socio-economic impact assessment does not include understanding how different demographic groups may be impacted during construction. Socio-economic impacts typically include impacts to utilities, access, built form, and surrounding land-uses. |
| 28 | City Planning | Socio-Economic Conditions Report | Table 8-1, Page 178  | Note that temporary walkways used to mitigate access to land use and adjacent lands during construction should provide a pedestrian clearway of 2.1m and meet AODA requirements for universal accessibility.                                                                                                                                                                                                                                                                                                                                 | Impacts are intended to be high level and preliminary as this is an environmental conditions report, not an impact assessment. High level text re: AODA compliance will be added to the revised report.                                                                                                                                                                                                                                                                                                                           |
| 29 | City Planning | Socio-Economic Conditions Report | Table 8-2, Page 179  | Visual impact analysis in Table 8-2 should include all infrastructure elements visible to the public including elevated guideways, support columns, retaining walls, portals and other structures related to the infrastructure. Mitigation measures should also include architectural design and surrounding landscape treatment.                                                                                                                                                                                                           | High level mitigation text will be added to the revised report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 30 | City Planning | Socio-Economic Conditions Report | Table 8-2, Page 179  | Include transportation and transit network impacts to the Leaside Business Area related to the MSF if this EPR is intended to comprise the MSF. Table 8-2 indicates that "No impacts related to the transportation network are anticipated during operations". The proposed MSF design concept includes a collector road closure of Beth Neilson Drive and Wicksteed Avenue, which is not a supportable solution. Alternatives should be evaluated to maintain this function.                                                                | Any project-specific impacts will be confirmed as project planning and design progress and incorporated into the Environmental Impact Assessment Report to be provided under separate cover, in accordance with the O. Reg. 341/20.                                                                                                                                                                                                                                                                                               |
| 31 | City Planning | Socio-Economic Conditions Report | Section 10, Page 181 | Suggest expanding on the demographic and economic analysis in terms of impacts and mitigation to the human environment to support the conclusion that "The Project will achieve this objective by strengthening connections between people and jobs within Toronto and the surrounding region by improving rapid transit service and bringing rapid transit to new communities, providing residents with greater access to transit options and economic opportunities in closer proximity to their homes".                                   | The intent of the socio-economic conditions report is to document surrounding socio-economic conditions within the project study area and not to characterise socio-economic benefits or impacts of the project. Socio-economic benefits are documented through the business case process, including how the Project will connect people to jobs, which can be found in the Ontario Line Initial Business Case.                                                                                                                   |

# Review Comments Spreadsheet

## Work Plan

\* Actions:  
1 = Will comply  
2 = Discuss, clarification required  
3 = Not applicable because .....

\*\* Status:  
O = Open, not resolved  
P = Pending incorporation in design  
C = Closed, implementation complete



| Project Name: Ontario Line               |               |                                                                                            |                                        | Revised By:                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                             |
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| Project No:                              |               |                                                                                            |                                        | Date In:                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                             |
| Item: Draft Early Works Reports May 2020 |               |                                                                                            |                                        | Date Out:                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                             |
| Item No.                                 | Reviewer Name | Description                                                                                | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                                | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | Action 1 / 2 / 3* (Authors) |
| 1                                        | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | General                                | Any impacts to City parkland as a result of this project requires coordination with Parks Capital's Construction schedule for funded projects. Schedule and duration of impacted park lands to be provided.                                                                                                                                                   | Comment noted, as project planning progresses, Metrolinx will consult with the City.                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                             |
| 2                                        | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | General                                | Parks is not in support of such significant loss of park lands. What lands does Mx have for a potential land swap? The loss of parkland shall meet the Official Plan Policy for disposal of land.                                                                                                                                                             | The intent of the socio-economic existing conditions report is to document socio-economic conditions within the study area such as surrounding land-uses, built form, demographic information, and development applications. This report does not include details of impacts to parkland and subsequent impact assessment which will be completed under separate cover - Environmental Impact Assessment Report, in accordance with O. Reg. 341/20.<br><br>Metrolinx will continue to engage the City as project planning and design advance. |                             |
| 3                                        | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 22-39                               | All existing Parks and Natural Areas that will be impacted to be noted in their respective sub-areas and labelled in all corresponding graphics...i.e. Ordinance Park, Moss Park, Jimmie Simpson Park, E.T Seton Park Archery Range etc.                                                                                                                      | The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. Direct impacts will be addressed in a future impact assessment. An inventory of existing parks is provided in Figures 5-1 to 5-3.                                                                                                                                                                                                                                                |                             |
| 4                                        | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 23                                  | Include under Relevance to the Project (copied from Relevance to Project on pg 29 for OLS): 'Parks and Natural Areas must also be carefully considered during detailed design to mitigate potential impacts to their natural and social functionality within the context of the environment'                                                                  | This will be added in the revised report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                             |
| 5                                        | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 52                                  | Ravine Strategy noted in Name of Policy, Initiative or Plan to include Ravine Strategy implementation staff report that went to Council in January 2020 where it was noted that the Lower Don is a Ravine Priority Investment Area (PIA). Any work in the Lower Don shall meet the objectives of the Lower Don Trail Master Plan and Lower Don Trail Refresh. | This will be noted in the revised report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                             |
| 6                                        | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 55-60                               | All notable landmarks to include existing Parks and Natural Areas that will be impacted. Ontario Line North is missing notable local landmarks that were noted for OLW and OLS                                                                                                                                                                                | The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. Direct impacts will be addressed in a future impact assessment.<br><br>An OLN landmark section including notable parks will be added in the revised report.                                                                                                                                                                                                                      |                             |
| 7                                        | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 87-102                              | All existing Parks and Natural Areas that will be impacted to be noted in their respective OL segments...i.e. Ordinance Park, Moss Park, Jimmie Simpson Park, E.T Seton Park Archery Range etc.                                                                                                                                                               | The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. Direct impacts will be addressed in a future impact assessment.                                                                                                                                                                                                                                                                                                                  |                             |
| 8                                        | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 106                                 | Ordinance Park to be added to OLW and Jimmie Simpson Recreation Centre to be added to OLS Recreational Uses, Parks and Open Spaces                                                                                                                                                                                                                            | This will be addressed in the revised report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                             |
| 9                                        | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 107                                 | ET Seton Park #39 to be noted as well at the Archery Range in the mapping                                                                                                                                                                                                                                                                                     | This will be addressed in the revised report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                             |



# Review Comments Spreadsheet

## Work Plan

**\* Actions:**  
 1 = Will comply  
 2 = Discuss, clarification required  
 3 = Not applicable because .....

**\*\* Status:**  
 O = Open, not resolved  
 P = Pending incorporation in design  
 C = Closed, implementation complete



| Project Name: Ontario Line - Existing Conditions - Cultural Heritage Report |                                                |                                                                                 |                                                                                                              | Revised By:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
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| Project No:                                                                 |                                                |                                                                                 |                                                                                                              | Date In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Draft Environmental Reports                                                 |                                                |                                                                                 |                                                                                                              | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Item No.                                                                    | Reviewer Name                                  | Description                                                                     | Part, Chapter, Sec, Subsec, page, DWG#                                                                       | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 1                                                                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Executive Summary and Next Steps Sections                                                                    | The Executive Summary should summarize how many built heritage resources are proposed to be impacted and the expected nature of the impacts. The current version of the Executive Summary and Next Steps sections do not summarize or quantify the proposed impacts on identified built heritage resources. Due to the complexity and size of the Impact Tables, identifying the type and description of anticipated impact is necessary to understand the overall impacts the alignment will have on built heritage resources. It needs to be made clear which and how many built heritage resources are anticipated to be demolished or altered due to the alignment. Similarly, there is a need to summarize how many, and which, identified built heritage resources will not be impacted by the current alignment. | As per the Ontario Line Project Regulation, the purpose of this report documents all known or potential built heritage resources within the study area. At this time, a range of preliminary impacts and mitigation measures have been identified for each of those built heritage resources. Once detailed design has progressed, property-specific impacts will be known at that time.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 2                                                                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 2. Approach and Methodology, page 11                                                                         | Clarify if a CHER will be provided for properties that were identified as potential built heritage resources identified during field review. The report notes that "it is not necessary to recommend an individual Cultural Heritage Evaluation Report (CHER) be undertaken to re-apply O. Reg. 9/06 to these properties." While a CHER may not be necessary for each property, some properties may warrant a CHER be undertaken, for example properties designated under OHA prior to O. Reg 9/06 taking effect.                                                                                                                                                                                                                                                                                                       | No CHER will be completed outside of this report/the future Heritage Detailed Design Report (HDDR). The HDDR will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent. Cultural Heritage Reports and Heritage Detailed Design Reports will meet MX obligations under the Ontario Heritage Act.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 3                                                                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 4. Identification of Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures, page 16 | Heritage Impact Assessments should be completed prior to detailed design and reviewed by City of Toronto Heritage Planning and subject to staff delegated or Council decision under the Ontario Heritage Act and Municipal Code. Properties that are identified as built heritage resources warrant a Heritage Impact Assessment if they are to be altered or demolished as a result of project activities. The report indicates that the intent of the Cultural Heritage Report impact assessment is to "provide sufficient discussion of potential impacts to inform project planning to avoid, to the greatest extent possible, undertaking additional HIAs of individual properties."                                                                                                                               | Heritage Detailed Design report(s) will be prepared by Metrolinx and/or Project Co(s), once a preferred alignment has been identified and/or detailed design has commenced. The report(s) will document the review of the preferred alignment and/or detailed design as it relates to the Cultural Heritage Report, refine project-specific impacts and mitigation measures, identify any changes, and, where required, describe how any conditions attached to the Minister's Consent will be met, based on the proposed/recommended design. The HDDR will also include any impacts on a known or potential built heritage resource or cultural heritage landscape that were not anticipated or described in the Cultural Heritage Report. In this instance, the Heritage Detailed Design Report will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent.<br><br>Metrolinx will engage with the City during the development of the HDDR. |
| 4                                                                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 4. Identification of Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures, page 18 | The Impact Tables in this report should be revised once the preferred alignment has been identified and subsequent consultation with the City of Toronto Heritage Planning should occur. With the assertion that only properties meeting 10/06 criteria will be subject to further study through a Heritage Detailed Design Report, clarification is needed on how identified built heritage resources that have not been identified as meeting 10/06 criteria may be further evaluated and how their identified cultural heritage values will be incorporated in the overall evaluation of alternatives and identification of the preferred alignment. Details on how potential project impacts on their cultural heritage value will be mitigated through the detailed design process are also needed.                | Refer to comment response #3. Further, the HDDR will document refined project-specific impacts to <u>all</u> heritage properties (not just 10/06) based on the preferred alignment/detailed design.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

|    |                                                |                                                                                 |                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
|----|------------------------------------------------|---------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5  | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 4. Identification of Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures, page 18 | Confirm content and scope of the Heritage Detailed Design Reports.                                                                                                                                                                                                                                                                                                                                                                         | Refer to comment response #3.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 6  | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 6.2 Ontario Line North Next Steps, page 23                                                                   | Heritage Detailed Design Reports (HDDR) are to be prepared for properties that meet 10/06 criteria. These reports are to be shared with MHSTCI for its records. These reports should also be shared with the City of Toronto Heritage Planning unit.                                                                                                                                                                                       | Refer to comment response #3. HDDR will be shared with the City of Toronto Heritage Planning unit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 7  | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Community Engagement, page 21                                                                                | Heritage Planning acknowledges that the Metrolinx data request was not able to completed prior to the draft of this report due to the on-going COVID-19 global pandemic limiting access to property databases.                                                                                                                                                                                                                             | Comment noted. MX would appreciate obtaining this information for future reporting, at the Heritage Planning unit's earliest convenience.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 8  | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Community Engagement, page 21                                                                                | This section should clarify and identify what other non-governmental heritage organizations, HCD advisory committees, and community stakeholders have been included in engagement. Given the proposed impacts on a number of identified municipally/locally significant cultural heritage resources, in additoin to any as yet unidentified, confirm how will broader public engagment occur and when.                                     | This section has been updated in a more recent version and will be further updated following the official regulated consultation period. The Notice of Draft Environmental Conditions Report will include release of all draft reports, including this Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment. The Draft ECR reports will be circulated to interested parties including community groups as requested. Following the regulated public review period, comments specific to cultural heritage will be reviewed and edits to the report will be made and reissued for the Notice of Final Environmental Conditions Report (anticipated for the fall). |
| 9  | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | OLN Impacts Table, OLS Impacts Table, OLW Impacts Table                                                      | Make clear which and how many built heritage resources are expected to be demolished or altered due to the alignment. The information in the table for Type and Description of anticipated impact does not provide enough information to fully evaluate the nature and scope of the proposed impact.                                                                                                                                       | As noted in comment response #1, this report documents all known or potential built heritage resources within the study area and includes a range of preliminary impacts and mitigation measures for each built heritage resource. Once an alignment has been selected and/or detailed design is prepared, project-specific impacts will be documented in the HDDR, specifying the number of cultural heritage resources expected to be demolished or altered.                                                                                                                                                                                                                              |
| 10 | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | OLN Impacts Table, OLS Impacts Table, OLW Impacts Table                                                      | For all Impact Tables, the proposed mitigation measure should be revised to include completion a Cultural Heritage Evaluation Report, Heritage Impact Assessment and associated Strategic Conservation Plan, required when any physical impacts to a cultural heritage resource or its heritage attributes are anticipated. These should be completed prior to Detailed Design and circulated to Heritage Planning for review and comment. | Refer to comment responses #2 and #3. Further, recommendations for SCPs are noted within the report impact tables where an SCP would be warranted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 11 | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | OLN Impacts Table, OLS Impacts Table, OLW Impacts Table                                                      | For all Impacts Tables, the proposed mitigation measures should be revised to also clarify when in the process the City of Toronto Heritage Planning unit will be consulted if it is not possible to avoid impact to an identified cultural heritage resource and its heritage attributes. Consultation should occur prior to Detailed Design.                                                                                             | Language in report will be revised to more clearly include consultation with the City of Toronto Heritage Planning unit and specify timing for consultation with City.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

|    |                                                         |                                                                                                |                                                               |                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                     |
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| 12 | Erin Smith -<br>City of Toronto<br>Heritage<br>Planning | Cultural Heritage<br>Report: Existing<br>Conditions and<br>Preliminary<br>Impact<br>Assessment | OLN Impacts Table,<br>OLS Impacts Table,<br>OLW Impacts Table | The alternatives in all Impact Tables should be revised to also include consultation with the Toronto Preservation Board and City Council where applicable. Heritage Planning notes that properties not yet owned by Metrolinx are not exempt from Municipal process and legislation under the Ontario Heritage Act and Municipal Code. | Language exists in the impact tables (Appendix G) for each potentially impacted property outlines that Metrolinx will engage the City, including approvals and permits required.                                                                                                                                                                                                    |
| 13 | Erin Smith -<br>City of Toronto<br>Heritage<br>Planning | Cultural Heritage<br>Report: Existing<br>Conditions and<br>Preliminary<br>Impact<br>Assessment | Map OLN, Map<br>OLS, Map OLW                                  | Maps should be revised to include the current track alignment so that proposed impact footprints are graphically represented in relation to identified and potential heritage resources. The maps provided delineate the study areas however do not depict the currently proposed track alignment.                                      | The route is not shown as the only route that is available is very preliminary and subject to change. This report documents existing conditions within the broad defined OL study area and presents impact scenarios that will be refined by MX/Project Co during route selection/detailed design process. Route alignment and project-specific impacts will be documented in HDDR. |

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| Project Name: Ontario Line Soil & Groundwater Environmental Conditions Report |                                                           |                                                                     |                                                                              | Revised By:                                                                                                                                                                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                             |
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| Project No:                                                                   |                                                           |                                                                     |                                                                              | Date In:                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                             |
| Draft Environmental Reports                                                   |                                                           |                                                                     |                                                                              | Date Out:                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                             |
| Item No.                                                                      | Reviewer Name                                             | Report Name                                                         | Part, Chapter, Sec, Subsec, page, DWG#                                       | Review Comment                                                                                                                                                                                                                                                               | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Action 1 / 2 / 3* (Authors) |
| 1                                                                             | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Figure 3-6, Figure 3-14, and Figure 3-22                                     | Please verify what the white patches are in the colored layer of "Highly Vulnerable Aquifer". As presented, it appears as though parts of the Study Area may not overlay HVA.                                                                                                | In Figures 3-6, 3-14, and 3-22, the white patches indicate the HVA does not cover the full Study Area. A sentence will be added to the report to clarify this point.                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 2                           |
| 2                                                                             | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Section 4.2 Soil and Groundwater (potential impacts and mitigation measures) | Please identify potential soil quality (surface and sub-surface) and <u>ground stability impacts and mitigation measures</u> . There is currently an information gap as only groundwater impacts are discussed.                                                              | Potential need for further geotechnical studies has been identified and included in the report. Ground stability impacts and mitigation measures have been included in the preliminary list of potential impacts and mitigation measures.                                                                                                                                                                                                                                                                                                                                                                                            | 2                           |
| 3                                                                             | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Section 4.2 Soil and Groundwater (potential impacts and mitigation measures) | Please address if there are any <u>potential impacts</u> from the permanent presence of new tunnels and foundations on the shallow groundwater flow directions and long-term water table levels, especially near river crossings.                                            | Previous experience indicates that this type of structure typically does not impact groundwater flow or water table elevation long-term. They are typically completed at a later design phase such that the position/depth of major elements of the design has been near finalized prior to completion of the assessment.<br><br>As project planning and design advance, potential impacts from the presence of new tunnels and foundations on the shallow groundwater flow directions and long term water table levels will be identified and documented as part of the environmental impact <u>assessment report as required</u> . | 2                           |
| 4                                                                             | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Section 4.2 Soil and Groundwater (potential impacts and mitigation measures) | Please <u>identify potential soil and groundwater quality impacts and mitigation measures</u> associated with drilling fluid and cuttings management, including special considerations for a frac-out scenario if potentially relevant to the tunneling method.              | Mitigation for the handling, management and disposal of all excavated material that is generated or encountered during the work will be identified in the report. Specific mitigation including special considerations for a frac-out scenario will be included in the Environmental Impact Assessment Report.                                                                                                                                                                                                                                                                                                                       | 2                           |
| 5                                                                             | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Section 4.2 Soil and Groundwater (potential impacts and mitigation measures) | Considering the large volumes of drilling fluid and cuttings that will likely be generated, please include as mitigation measure a dedicated environmental management plan for drilling activities (in addition to the Spill Prevention and Response Plan already proposed). | The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. Specific mitigation including for large volumes of drilling fluids and cuttings will be considered in the Environmental Impact Assessment Report.                                                                                                                                                                                                                                                                                                                       | 2                           |
| 6                                                                             | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Entire Report                                                                | Unless already addressed in a separate, dedicated report, please address existing soil and groundwater contamination potential in all three Study Areas and indicate whether a remediation program will be required before construction.                                     | Impacts and mitigation associated with contamination will be included in the report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | 2                           |
| 7                                                                             | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Entire Report                                                                | Please specify the soil and groundwater quality standards that will be used to assess baseline quality and future monitoring.                                                                                                                                                | Consideration to specific soil and groundwater standards will be given as part of the environmental impact assessment report preparation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | 2                           |

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| Project Name: Ontario Line Air Quality Environmental Conditions Report |                                                           |                                                                    |                                                                              | Revised By:                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                    |
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| Project No:                                                            |                                                           |                                                                    |                                                                              | Date In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                    |
| Draft Environmental Reports                                            |                                                           |                                                                    |                                                                              | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                    |
| Item No.                                                               | Reviewer Name                                             | Report Name                                                        | Part, Chapter, Sec, Subsec, page, DWG#                                       | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                    |
| 1                                                                      | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Executive Summary, Table E-1<br><br>Table 5-1 Summary of Existing Conditions | There appears to be a typo in the column titled "Representative Ambient Monitored CAC Concentrations". Clarify if Ontario Line South and North should be corrected to say "Same monitored levels as Ontario Line West".                                                                                                                                                                                                                                                              | Table E-1 and Table 5-1 will be reviewed and typos will be corrected.                                                                                                                                                                                                                                                                              |
| 2                                                                      | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Section 2.1 Study Area and Representative Receptors                          | Potential receptor WCR20 identified in the Ontario Line West Study Area and receptor SCR12 in the Ontario Line South Study Area appear to be the same. Please verify and either:<br>1) remove one of the mentions if they are inadvertently duplicated, or;<br>2) clarify if this receptor is intentionally counted twice, e.g. is the author considering a potential scenario where this receptor is expecting to receive emissions impacts from both Study Areas at the same time? | Location of WCR20 and SCR12 will be reviewed and either action 1) or 2) will be taken to correct or clarify.                                                                                                                                                                                                                                       |
| 3                                                                      | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 2-4 Summary of Applicable Guidelines and Standards                     | For parameters with different standards for 2020 and 2025, please confirm which set will be applicable to the project. It may be the case that construction emissions need to comply with 2020 standards and operational emissions need to be comply with 2025 standards.                                                                                                                                                                                                            | This will be considered as part of the impact assessment report preparation.                                                                                                                                                                                                                                                                       |
| 4                                                                      | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 2-4 Summary of Applicable Guidelines and Standards                     | Please confirm that the 2015 PM <sub>2.5</sub> standard is not applicable to the project and only the 2020 standard will be considered.                                                                                                                                                                                                                                                                                                                                              | Confirmed, the 2020 standard will be applicable.                                                                                                                                                                                                                                                                                                   |
| 5                                                                      | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 2-5 Greenhouse Gas 100-year GWP                                        | IPCC Fourth Assessment Report (AR4) values for Global Warming Potential (GWP) are currently listed, which are outdated. Please reference IPCC AR5 values instead, e.g. 28 for Methane and 265 for Nitrous Oxide.<br><br><a href="https://www.ghgprotocol.org/sites/default/files/ghgp/Global-Warming-Potential-Values%20%28Feb%2016%202016%29_1.pdf">https://www.ghgprotocol.org/sites/default/files/ghgp/Global-Warming-Potential-Values%20%28Feb%2016%202016%29_1.pdf</a>          | Noted - IPCC AR5 values for Methane and Nitrous Oxide will be updated                                                                                                                                                                                                                                                                              |
| 6                                                                      | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 3-3 Comparison of Background Ambient Air Quality Data to Standards     | Please clarify why the CAAQS 1-hour (2020) standard for NO <sub>2</sub> is not selected for this analysis. It is good practice to compare with the most stringent standard applicable.                                                                                                                                                                                                                                                                                               | Noted - CAAQS 1-hour (2020) standard for NO2 will be included within Table 3-3.                                                                                                                                                                                                                                                                    |
| 7                                                                      | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 3-3 Comparison of Background Ambient Air Quality Data to Standards     | Please explain why the AAQC 1-hour SO <sub>2</sub> standard is 100, when Table 2-4 previously stated 690.                                                                                                                                                                                                                                                                                                                                                                            | Table 2-4 will be updated for clarity. There are proposed SO2 standards as per MECP document:<br><a href="https://prod-environmental-registry.s3.amazonaws.com/2018-03/SO2%20Decision%20Document%20%28March%202018%29_0.pdf">https://prod-environmental-registry.s3.amazonaws.com/2018-03/SO2%20Decision%20Document%20%28March%202018%29_0.pdf</a> |
| 8                                                                      |                                                           |                                                                    |                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                    |
| 9                                                                      |                                                           |                                                                    |                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                    |
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| Project Name: Ontario Line Environmental Conditions Report |               |                                       |                                        | Revised By:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                  |
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| Draft Environmental Reports                                |               |                                       |                                        | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                  |
| Item No.                                                   | Reviewer Name | Report Name                           | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Response & Details (Authors - )                                                                  |
| 1                                                          | City Planning | Draft Environmental Conditions Report | General                                | This report is incomplete and will summarize the subject-matter-specific background reports including impacts, mitigation measures, monitoring protocols and future commitments when completed. Ensure that updates to the background reports made in response to our comments are also reflected in this report. All comments provided on the background reports also apply to this general report to the extent that they are applicable. City Planning will undertake a further review of this report when we receive a more completed draft. | Edits resulting from City Planning comments on the technical reports will be applied to the ECR. |
| 2                                                          |               |                                       |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                  |
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| Project No:   |               |             |                                              |                                                                                                                                                                                                                                             | Date In:                                  |
|               |               |             | Draft Environmental Reports                  |                                                                                                                                                                                                                                             | Date Out:                                 |
| Item No.      | Reviewer Name | Report Name | Part, Chapter, Sec, Subsec, page, DWG#       | Review Comment                                                                                                                                                                                                                              | Response & Details (Authors - )           |
| 1             | UF            |             | 5.2                                          | City of Toronto tree removal/injury permits shall be requested and obtained for trees regulated under Bylaw 813, 658 and 608                                                                                                                | This will be noted in the revised report. |
| 2             | LAU           |             | General                                      | Any impacts to City parkland as a result of this project requires complete coordination with Parks Capital's Construction schedule as outlined in PFR approved Capital budget. Schedule and duration of impacted park lands to be provided. | This will be noted in the revised report. |
| 3             |               |             |                                              |                                                                                                                                                                                                                                             |                                           |
| 4             |               |             |                                              |                                                                                                                                                                                                                                             |                                           |
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| Item No.                                                   | Reviewer Name | Report Name | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment            | Response & Details (Authors - ) |
| 1                                                          | TFS           |             | N/A                                    | No comments at this time. | Thank you.                      |
| 2                                                          |               |             |                                        |                           |                                 |
| 3                                                          |               |             |                                        |                           |                                 |
| 4                                                          |               |             |                                        |                           |                                 |
| 5                                                          |               |             |                                        |                           |                                 |
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| 14                                                         |               |             |                                        |                           |                                 |
| 15                                                         |               |             |                                        |                           |                                 |

# Review Comments Spreadsheet

## Work Plan


\* Actions:  
1 = Will comply  
2 = Discuss, clarification required  
3 = Not applicable because .....


\*\* Status:  
O = Open, not resolved  
P = Pending incorporation in design  
C = Closed, implementation complete




| Project Name: Ontario Line Traffic and Transportation Environmental Conditions Report |                     |               |                                        | Revised By:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                |
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| Project No:                                                                           |                     |               |                                        | Date In:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                |
| Draft Environmental Reports                                                           |                     |               |                                        | Date Out:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                |
| Item No.                                                                              | Discipline          | Reviewer Name | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Actions 1 / 2 / 3 (Authors - ) |
| 1                                                                                     | S&CE-STR & SRVC PLN | llui-1        | OL_EC_Traffic                          | <p>Section 6.1 - Service headway information should reflect pre-pandemic levels. The most recent compilation can be found in the TTC's Service Summary located at <a href="https://www.ttc.ca/PDF/Transit_Planning/Service%20Summary_2020-03-29.pdf">https://www.ttc.ca/PDF/Transit_Planning/Service%20Summary_2020-03-29.pdf</a></p> <p>503 Kingston Rd – the service only operates during the daytime, Monday to Friday, every 9 to 10 minutes.</p> <p>504 King is indicated to operate every 5 to 9 minutes. During peak periods, 504 streetcars have a headway of every 2 to 3 minutes in the common portion between Dufferin Street and Sumach Street.</p> <p>511 Bathurst headway shown is reflective of bus operation. Service levels should reflect streetcar operation – streetcars operate every 7 to 8 minutes during peak periods.</p> <p>Page 57 – Route 121 Fort York-Esplanade is missing and should be included, as it serves Ontario Place and Fort York Boulevard</p> <p>Page 57 – the 29 Dufferin alignment does not show the seasonal extension into Exhibition Place</p> <p>Page 57 – the 504B branch on Dufferin, south of King, is not shown</p> <p>Page 57 – Remove route 502 Downtowner.</p> <p>Section 6.1.2 – Review service headways based on Service Summary, show combined headways where applicable</p> <p>506 Carlton – service levels should reflect streetcar service (see Service Summary)</p> <p>Page 61 – Routing for 504 King is incorrect. Should be via Broadview in both directions.</p> <p>Page 61 – Route 505 Dundas should be included on the map and description, as there is an intention to connect this service with the Ontario Line</p> <p>Page 61 – 72B Pape branch not shown on map</p> | All TTC service headway information has been updated based on the latest TTC Service Summary document. The missing transit routes (121 and 505) were added. Route #29, #72B, and #504 were updated on the figure.                                                                                                                                                                                                                                                                                    | 1                              |
| 2                                                                                     | S&CE-STR & SRVC PLN | tpitman-1     | Appendix D and E                       | In the Synchro calculations, the Bus Blockages based on streetcars should have double the number of vehicles per hour because streetcars are blocking both the curb and median lanes while serving stops in mixed traffic. The exception would be at locations where there is a platform between the curb median lanes for streetcar customers.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | This was accounted for by applying the number of streetcar stops per hour to the whole approach/lane group as opposed to applying the blockage to the curb lane only. This was also noted in Section 2.2.2 of the Existing Conditions Report as follows: "Buses stopping at the nearside of an intersection were reflected in Synchro as bus blockages for the curb lane. Streetcars stopping at the nearside of an intersection were reflected in Synchro as bus blockages for the whole approach." | 3                              |
| 3                                                                                     | S&CE-STR & SRVC PLN | tpitman-2     | Appendix D and E                       | It should be noted that the PST at some streetcar stops can be lengthy and the Bus Blockages factor may underestimate resulting delays.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | The Bus Blockage assumes an average blockage of 14.4 seconds at each occurrence and the Saturation Flow Rate of the respective movements are reduced accordingly. This will be added to the assumptions in Section 2.2.2 of the Existing Conditions Report and that any streetcar stop with a Passenger Servicing Time (PST) exceeding 14.4 seconds could have its impacts on traffic underestimated in this report.                                                                                 | 1                              |
| 4                                                                                     | S&CE-STR & SRVC PLN | tpitman-3     | Appendix D and E                       | How are 5 second Leading Pedestrian Intervals (LPI) at some of the intersections being represented in the Synchro analysis?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | The LPI were accounted for by adding 5-second advanced pedestrian phases                                                                                                                                                                                                                                                                                                                                                                                                                             | 1                              |

| Item No. | Discipline          | Reviewer Name | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                             | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                    | Actions 1 / 2 / 3 (Authors - ) |
|----------|---------------------|---------------|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|
| 5        | S&CE-STR & SRVC PLN | tpitman-4     | Appendix D and E                       | Some locations have lane widths listed as 3.6m or 3.5m. Many locations in reality have narrower lanes, and using lane widths of 3.5 to 3.6 will inflate the modelled capacity.                                                                                                                             | Given the unavailability of accurate lane width information for all streets within the study area, values of 3.5m or 3.6m were used. A sensitivity analysis was conducted and it was found that reducing a lane width by 0.2m would result in reducing the vehicular capacity by approximately 12 vehicles/hour/lane. This is expected to have a minor impact on the estimated <u>lane/intersection capacity, in general.</u>                      | 3                              |
| 6        | S&CE-STR & SRVC PLN | tpitman-5     | Appendix D, Page 4                     | The WB direction at Queen and St Patrick should include Bus Blockages as there is a streetcar stop at this location.                                                                                                                                                                                       | Noted, Bus Blockages at the WB approach to the Queen Street and St Patrick Street intersection were missing from the AM peak hour model. They will be input based on the scheduled number of stops per hour. The traffic operations results will be <u>updated in the report.</u>                                                                                                                                                                  | 1                              |
| 7        | S&CE-STR & SRVC PLN | tpitman-6     | Appendix F and G                       | The TLOS at the segment level does not seem to be broken down by direction of travel or for AM vs. PM. Is there no differentiation for the peak direction of travel?                                                                                                                                       | Correct. TLOS at the segment level is dependent on the transit facility type (e.g., mixed traffic, segregated right-of-way, etc.) and on the presence and friction from mid-block driveways. It was assumed that both directions along the studied corridors have the same transit facility and friction level from driveways. Hence, the TLOS at the segment level was not broken down by direction of travel or by peak hour.                    | 3                              |
| 8        | S&CE-STR & SRVC PLN | tpitman-7     | Appendix F and G                       | Is the TLOS at intersections is derived from the Synchro calculations of delay for automobile traffic applied to a table from the MMLOS Report. If so, it should be noted for intersections with transit signal priority that the impact of the TSP is not being factored into the assessment of the TLOS. | Correct, as noted in Section 2.2.4.1 of the Existing Conditions Report "Average signal delay for transit vehicles is considered to be equal to the average vehicular delay obtained as one of the outputs of the Synchro modelling analysis." A statement will be added to note that the impact of TSP is not being factored into <u>the assessment</u>                                                                                            | 1                              |
| 9        | S&CE-STR & SRVC PLN | tpitman-8     | Table 5-1                              | I am surprised at some of the LOS results at certain locations (e.g. LOS A on Queen St locations from St Patrick to Portland in the peak direction of travel).                                                                                                                                             | Operational analyses were based on information (i.e. traffic counts) obtained from the City. The turning movement counts along the noted Queen Street section show relatively low traffic volumes from the crossing streets. In addition, Queen Street traffic (heaviest flow) does not exceed capacity of the eastbound and westbound approaches. This explains the good level of <u>service results along the noted section of Queen Street.</u> | 3                              |


| Review Comments Spreadsheet      |               |                            |                                        | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....                                                                                                                                                                                                                                                  | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                          | <br>METROLINX<br>An Agency of the Government of Ontario<br>Une Agence du Gouvernement du Canada |                                                                                                                                                                                                                                                                                                                                                                                                                               |
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| City of Toronto Comments         |               |                            |                                        |                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Project Name: Ontario Line       |               |                            |                                        | Revised By: TEO                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Project No:                      |               |                            |                                        | Date In: August 4, 2020                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Draft Natural Environment Report |               |                            |                                        | Date Out: September 15, 2020                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Item No.                         | Reviewer Name | Description                | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                            | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Status O / P / C* (Reviewer)                                                                                                                                                      | Follow-up Comments (Reviewer)                                                                                                                                                                                                                                                                                                                                                                                                 |
| 1                                | City Planning | Natural Environment Report | General                                | Confirm that TRCA, RVFP, and Urban Forestry have been circulated on this report. City Planning typically undertakes a joint review of Natural Environment reports with these agencies.                                                                                                                                                                    | City of Toronto TEO coordinates City review of OL reports. Metrolinx provides to the TEO and from there reports are circulated to the various City departments.                                                                                                                                                                                                                                                                                                                                             | C                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 2                                | City Planning | Natural Environment Report | General                                | The study area should include the MSF and greater extents of Thorncliffe Park and Celestica, which are within or immediately adjacent to natural areas that may be impacted by the project. Confirm why there appear to be arbitrary gaps in the study area (e.g. northeast of MSF).                                                                      | The study area was developed based on the representative alignment presented in the Ontario Line Initial Business Case, where a buffer was applied to the representative alignment to characterize existing environmental conditions and provide flexibility for further project planning. If, as the project evolves, additional areas need to be added to the study area currently presented, this will be completed under separate cover through the impact assessment report and/or early works report. | O                                                                                                                                                                                 | The City remains concerned about this; further discussion is requested on the approach to defining the study area. Clarification is requested on the practical purpose of the report if it is not to document conditions in areas impacted by the Ontario Line project scope. Response to Item 8 below (excluding areas where no impacts are anticipated) also appears to consider impacts in defining study area boundaries. |
| 3                                | City Planning | Natural Environment Report | Section 3.2, Page 14-15                | Provincial legislation should include discussion of the Conservation Authorities Act. Provincial policy should include discussion of the Growth Plan for the Greater Golden Horseshoe.                                                                                                                                                                    | Discussion on the Greenbelt, Growth Plan for GGH, and Conservation Authorities Act was included.                                                                                                                                                                                                                                                                                                                                                                                                            | C                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 4                                | City Planning | Natural Environment Report | Section 3.3, Page 15                   | Include a reference in this section to the TRCA Living City policies, which guides the implementation of TRCA's legislated/delegated roles in reviewing environmental assessments.                                                                                                                                                                        | Reference to the TRCA Living City Policies has been included in Section 3.2.5 Conservation Authorities Act. The revisions include the following: " <i>Metrolinx will engage with the TRCA as detailed design advances, including regarding compensation and post-planting monitoring, in support of The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority (TRCA, 2014).</i> "                                                            | P                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 5                                | City Planning | Natural Environment Report | Section 4.2, Page 17-18                | Include a reference in this section to Official Plan ESA policy 3.4.14 on development or site alteration in these areas which says "...New or expanding infrastructure should be avoided unless there is no reasonable alternative, adverse impacts are minimized and natural features and ecological functions are restored or enhanced where feasible." | Reference to Section 3.4.14 of the Official Plan has been added under Section 4.2                                                                                                                                                                                                                                                                                                                                                                                                                           | P                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 6                                | City Planning | Natural Environment Report | Section 4.2, Page 18                   | Clarify reference to section 8.22 of the report, which does not exist.                                                                                                                                                                                                                                                                                    | Reference to Section 8.2.2. has been removed.                                                                                                                                                                                                                                                                                                                                                                                                                                                               | P                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 7                                | City Planning | Natural Environment Report | Section 5, Page 48-53                  | Confirm that commitments to mitigation measures identified in the report will be expressed as mandatory requirements for project proponents in the project requirements.                                                                                                                                                                                  | As noted in the MECP's Guide and Glossary for Environmental Assessments in Ontario, commitments are made legally binding as a condition of approval. Metrolinx will work with commercial partners as the project progresses to ensure commitments made in during the EPR process are reflected in agreements with contractors.                                                                                                                                                                              | C                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 8                                | City Planning | Natural Environment Report | Appendix A                             | Confirm the purpose of the additional polygon within the ET Seaton Crossing AI in the OLN Study Area (note: polygon appears on several maps). Provide a label describing the relevance of this polygon (if it is not a mapping error).                                                                                                                    | This polygon is cutout of the Study Area boundary for OLN where impacts are not anticipated.                                                                                                                                                                                                                                                                                                                                                                                                                | C                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 9                                | City Planning | Natural Environment Report | Appendix B                             | Some photographs are captioned with dates that occur after the report was written. Confirm correct dates and make edits as required (e.g. Page 3; check for others).                                                                                                                                                                                      | Comment noted, these references have been revised as necessary.                                                                                                                                                                                                                                                                                                                                                                                                                                             | P                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 10                               |               |                            |                                        |                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 11                               |               |                            |                                        |                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 12                               |               |                            |                                        |                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 13                               |               |                            |                                        |                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 14                               |               |                            |                                        |                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 15                               |               |                            |                                        |                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Review Comments Spreadsheet      |                |                                                                 |                                                 | * Actions:                                                                                                                                                                                                                                                                                                           | ** Status:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <br>An agency of the Government of Ontario<br>Une agence du gouvernement de l'Ontario |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
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| City of Toronto Comments         |                |                                                                 |                                                 | 1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....                                                                                                                                                                                                                           | O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Project Name: Ontario Line       |                |                                                                 |                                                 | Revised By: TEO                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Project No:                      |                |                                                                 |                                                 | Date In: August 4, 2020                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Draft Natural Environment Report |                |                                                                 |                                                 | Date Out: September 15, 2020                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Item No.                         | Reviewer Name  | Description                                                     | Part, Chapter, Sec, Subsec, page, DWG#          | Review Comment                                                                                                                                                                                                                                                                                                       | Response & Details (Authors -)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Status O / P / C* (Reviewer)                                                                                                                                            | Follow-up Comments (Reviewer)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 1                                | Urban Forestry |                                                                 | general                                         | As parts of the Ontario Line are within a Natural Heritage System, please submit the Natural Heritage Impact Study for review and comment                                                                                                                                                                            | According to Section 3.4.14 of the City of Toronto Official Plan for new or expanding infrastructure that cannot avoid the Natural Heritage System, "An impact study, as referred to in Policy 12, will be required for any proposed undertaking in those areas not already the subject of an Environmental Assessment under the Environmental Assessment Act". The Ontario Line Project is being completed under O.Reg. 341/20 of the Environmental Assessment Act. An Environmental Impact Assessment Report (which is separate from the Natural Environment Environment Conditions Report provided for review) will be prepared and submitted for review to agencies at a later time. A separate Natural Heritage Impact Study is therefore not required and will not be submitted. | C                                                                                                                                                                       | Noted. When can we expect the Environmental Impact Assessment Report?                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| 2                                | Urban Forestry |                                                                 | general                                         | All mitigation measures will be explored to minimize the project impact to the TRCA, RNFP, ESA and NHS regulated areas as well as any other significant natural features such as provincially significant wetland                                                                                                    | The purpose of the Natural Environment Environmental Conditions Report is to document existing conditions and provide preliminary and example potential effects and mitigation measures to be further evaluated and refined as part of the Environmental Impact Assessment Report, which will conduct a more detailed impact assessment based on preliminary design. All mitigation measures will be explored to minimize project impact on identified features in the Environmental Impact Assessment Report.                                                                                                                                                                                                                                                                         | C                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 3                                | Urban Forestry |                                                                 | EPR, section 4.2                                | Submit Voluntary Project Review Letter for review                                                                                                                                                                                                                                                                    | Comment noted, Metrolinx will consult TRCA as project planning and design progress                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | C                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 4                                | Urban Forestry |                                                                 | EPR, section 4.2                                | As Mx has stated that it is committed to working with municipalities to obtain the necessary permits, the city's RNFP bylaw 658 shall apply. Urban Forestry will review the VPR Letter from TRCA and compensation will be to the approval and satisfaction of UF.                                                    | As noted in the Metrolinx Vegetation Guideline, all trees on public/private lands will follow applicable bylaws and regulations. For trees within a designated natural area, compensation will be ecological. In cases where trees are both subject to by-laws/regulations and are located within a designated natural area, a combined approach (bylaw and ecological compensation) will be taken such that the total compensation is equivalent to the most conservative approach.                                                                                                                                                                                                                                                                                                   | O                                                                                                                                                                       | compensation for removal of treed and other vegetated areas owned and/or regulated by the TRCA will be determined using the Guideline for Determining Ecosystem Compensation (TRCA, 2018) under a separate cover. Due to the overlap between TRCA lands and City RNFP lands, area compensation funds through a cash in lieu approach (as applicable) will be directed to City. Should the area compensation requirement for the TRCA exceed the City's requirement, then the remaining compensation will be directed to the TRCA. |
| 5                                | Urban Forestry |                                                                 | EPR, section 4.3                                | Submit updated vegetation communities/plant inventory for review                                                                                                                                                                                                                                                     | Comment noted, this will be provided as next submission as there are ongoing surveys being completed at the time of completion of this report, and results will be updated in the final report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | P                                                                                                                                                                       | Submit updated vegetation/plant/tree inventory report in next submission for review                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 6                                | Urban Forestry |                                                                 | EPR, table 5-1, vegetation communities, removal | Add text. Compensation will be to the approval and satisfaction of Urban Forestry                                                                                                                                                                                                                                    | This project will be following the Metrolinx Vegetation Guideline which has set compensation requirements for lands within Metrolinx Right-of-Way, and Public/Private lands. Development of this vegetation compensation program included consultation with conservation authorities and municipalities and it is intended that this approach will meet the expectations of all relevant stakeholders. As such, reference to the Metrolinx Vegetation Guideline should already be to the satisfaction of the City and as such, no edit is required at this time.                                                                                                                                                                                                                       | P                                                                                                                                                                       | All compensation requirements are according to the applicable municipal bylaw. PFR has given comments to the Vegetation Guideline and is currently awaiting Metrolinx's responses. PFR reserves the right to continue the review and comment on the Metrolinx Vegetation Guideline and make recommended changes according to the City of Toronto compensation requirements.                                                                                                                                                       |
| 7                                | Urban Forestry |                                                                 | general                                         | Submit proposed seed mixes for land restoration during the detailed design stage                                                                                                                                                                                                                                     | This project will be following the Metrolinx Vegetation Guideline which outlines recommended seed mixes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | O                                                                                                                                                                       | Submit proposed seed mixes. This is required for the restoration plan of RNFP regulated lands.                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 8                                | Urban Forestry |                                                                 | general                                         | Please use TRCA's Erosion and Sediment Control guideline for Urban Construction (December 2006) in conjunction with other guidelines                                                                                                                                                                                 | The Greater Golden Horseshoe's Erosion and Sediment Control Guideline for Urban Construction (December, 2006) is already referenced in Table 5-1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | C                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 9                                | Urban Forestry |                                                                 | General                                         | Submit a tree inventory and an arborist report during the detailed design for review and comment by Urban Forestry                                                                                                                                                                                                   | Additional vegetation due diligence studies are being completed and results will be presented under separate cover, which will be circulated to agencies at a later date.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | C                                                                                                                                                                       | Noted. As a follow up, when do you expect to submit the tree inventory and arborist report?                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 10                               | LAU            | DRAFT Natural Environment Report Env Conditions Report May 2020 | General                                         | The City and Mx have an existing licence agreement called an Omnibus PTE for the use of certain City owned properties required by Mx for due diligence works for the OL. No new PAA shall be issued to Mx or their representatives. All authorization will be given through RES after consultation with Parks staff. | Comment noted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | C                                                                                                                                                                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 11                               |                |                                                                 |                                                 |                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 12                               |                |                                                                 |                                                 |                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 13                               |                |                                                                 |                                                 |                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 14                               |                |                                                                 |                                                 |                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 15                               |                |                                                                 |                                                 |                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |




| <b>Review Comments Spreadsheet</b>        |               |                                                   |                                        | <b>* Actions:</b><br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....                                                                                                                                                                                                                                                                                                                                                      | <b>** Status:</b><br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |  |                                                                                                                                                                                                                                                                          |
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| <b>City of Toronto Comments</b>           |               |                                                   |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                    |                                                                                                                                                                                                                                                                          |
| <b>Project Name:</b>                      |               |                                                   |                                        | <b>Ontario Line</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>Revised By:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <b>TEO</b>                                                                         |                                                                                                                                                                                                                                                                          |
| <b>Project No:</b>                        |               |                                                   |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>Date In:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <b>August 4, 2020</b>                                                              |                                                                                                                                                                                                                                                                          |
| <b>Draft Noise &amp; Vibration Report</b> |               |                                                   |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>Date Out:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>September 15, 2020</b>                                                          |                                                                                                                                                                                                                                                                          |
| Item No.                                  | Reviewer Name | Description                                       | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Status O / P / C* (Reviewer)                                                       | Follow-up Comments (Reviewer)                                                                                                                                                                                                                                            |
| 1                                         | City Planning | Noise & Vibration Environmental Conditions Report | Section 2.2, Pages 4-5                 | For ease of reference, the method should indicate when baseline noise measurements were taken (Appendix B suggests November 2019, but confirm in report).                                                                                                                                                                                                                                                                                                            | Timelines for noise measurements can be provided in the report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | P                                                                                  |                                                                                                                                                                                                                                                                          |
| 2                                         | City Planning | Noise & Vibration Environmental Conditions Report | Section 2.2, Pages 4-5                 | Given the project includes above-ground components that could impact pedestrian comfort on retail streets such as Overlea Boulevard, the method should include comparison of baseline and future noise levels in the public realm along the future elevated alignment and stations.                                                                                                                                                                                  | The purpose of the Noise and Vibrations Environmental Conditions Report is to document baseline conditions within the Ontario Line Project study area. As further details of design are confirmed during project planning, impact assessment will be completed based on the representative alignment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | C                                                                                  |                                                                                                                                                                                                                                                                          |
| 3                                         | City Planning | Noise & Vibration Environmental Conditions Report | Section 4, Page 9                      | Provide discussion in the report about acceptable noise and vibration levels, or acceptable increases to these levels. Confirm whether acceptable noise and vibration from the project is assessed compared to baseline levels or a threshold of acceptable noise and vibration levels to sensitive receptors.                                                                                                                                                       | Discussion on applicable noise and vibration criteria for future work is presented in Section 5 (Future Work).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | C                                                                                  |                                                                                                                                                                                                                                                                          |
| 4                                         | City Planning | Noise & Vibration Environmental Conditions Report | Section 5, Page 11                     | Confirm how the noise and vibration impact studies will address variations that may exist in the proposals from the various proponents. We assume this would be based on parameters established for the reference concept design. Confirm that the project requirements will include maximum noise/vibration levels that the project must achieve, and that proponents will be required to undertake noise/vibration modelling for their specific proposed solution. | Noise and Vibration Impact Assessment will be based on the RCD which establishes a base percentage of design and takes into account a worst-case scenario to ensure conservative assumptions which account for variations should they exist in proposals from bidders.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | C                                                                                  |                                                                                                                                                                                                                                                                          |
| 5                                         | City Planning | Noise & Vibration Environmental Conditions Report | Table 9, Page 12                       | City Planning anticipates being consulted on the design of any proposed mitigation measures such as noise attenuation walls and other permanent physical measures to control noise from the project, to ensure that their design meets the intent of Official Plan policies, design guidelines, and Metrolinx design standards.                                                                                                                                      | Comment noted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | C                                                                                  |                                                                                                                                                                                                                                                                          |
| 6                                         | City Planning | Noise & Vibration Environmental Conditions Report | Appendix B (General)                   | Confirm how the study area was determined, and why noise/vibration measurement locations would be located outside the study area. Explain why the study area extents vary widely in proximity to the proposed infrastructure (i.e. very narrow in some areas, very wide in other areas). The main report should include some discussion about this.                                                                                                                  | Study area was determined based on the representative alignment outlined through the business case. Segments of the study area that have narrow extents represent areas in which there is certainty regarding the alignment whereas areas with a wider extent allow for flexibility in modifications to the alignment.                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | O                                                                                  | This remains of concern to the City. Further discussion requested on the approach to defining the study area; clarification is requested on the practical purpose of the report if it is not to document conditions in areas impacted by the Ontario Line project scope. |
| 7                                         | City Planning | Noise & Vibration Environmental Conditions Report | Appendix B (General)                   | The mapping of the study area with noise/vibration monitoring locations appears to skip an entire area of the project between Leslieville and Corktown Stations, around Moss Park Station, and between King-Bathurst and Exhibition Stations. Explain why these areas are not covered by the mapping/report. The mapping could also be improved by indicating the locations of the sensitive receptors considered in the report.                                     | <p>AECOM can include an overview map displaying all monitoring locations.</p> <p>The area between Leslieville and Corktown stations can be conservatively represented by the M0_02S monitoring location, as it is in a similar neighbourhood but further from the DVP and Eastern Avenue.</p> <p>For the area between King-Bathurst and Exhibition, monitoring locations (M0_01W, M0_02W, and M0_03W), were selected based on proximity to TODs and known station locations, where extensive excavation work during construction and tunnel ventilation systems and other stationary noise sources during operation are expected, whereas this section is completely underground. Additional monitoring can be performed in the detailed design stage if required, as noted in the report.</p> | P                                                                                  |                                                                                                                                                                                                                                                                          |

|   |               |                                                   |                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                       |   |                                                                                                                                                                                                              |
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| 8 | City Planning | Noise & Vibration Environmental Conditions Report | Appendix B (PDF Pages 26, 29, 34) | <p>We are concerned that some existing and future sensitive uses in close proximity to the proposed infrastructure are outside the study area. The following areas are of specific concern, given that they may expect to experience some noise/vibration transmission from the project:</p> <ul style="list-style-type: none"> <li>■ Booth Avenue: residential homes are excluded from the study area although they are in direct line-of-sight from the rail corridor and could be expected to experience some noise/vibration transmission from the project.</li> <li>■ Thorncliffe Park Apartment Neighbourhood: the bulk of the residential population is outside the study area while less sensitive uses are included.</li> <li>■ Windom Road and Vanderhoof Avenue: residential homes are excluded from the study area despite close proximity to elevated guideway.</li> <li>■ North of Eglinton Avenue: interest in impact of elevated guideway terminal operations on future residential on Celestica site.</li> </ul> | <p>As part of the existing conditions assessment for Noise and Vibration, a desktop study was completed to identify sensitive receptors in proximity to the representative alignment that would potentially be impacted by the project.</p> <p>As project planning and design advance, assessment of the potentially impacted receptors will be completed based on the final alignment and results presented as part of the EIAR.</p> | P | The accurate identification of sensitive land uses for noise and vibration analysis, especially related to the above ground and elevated sections of the Ontario Line, remains of great concern to the City. |
| 9 | City Planning | Noise & Vibration Environmental Conditions Report | Appendix D                        | It would be helpful to summarize the noise/vibration monitoring information in chart form in the main body of the report (e.g. histograms).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Time histories are provided for vibration as individual events are more critical to the typical assessment approach. Histograms are typically not provided for noise as criteria/metrics are based around energy averages over longer periods of time.                                                                                                                                                                                | C |                                                                                                                                                                                                              |

| Review Comments Spreadsheet    |               |                                                                  |                                        | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....                                                                        |                                                                                                                                                                             | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete |                                                                                                                                                                                                                                                                                   |
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| City of Toronto Comments       |               |                                                                  |                                        |                                                                                                                                                                                 |                                                                                                                                                                             |                                  |                                                                                                                                                                                                                                                                                   |
| Project Name:                  |               |                                                                  |                                        | Ontario Line                                                                                                                                                                    |                                                                                                                                                                             | Revised By: TEO                                                                                                    |                                                                                                                                                                                                                                                                                   |
| Project No:                    |               |                                                                  |                                        |                                                                                                                                                                                 |                                                                                                                                                                             | Date In: August 4, 2020                                                                                            |                                                                                                                                                                                                                                                                                   |
| Draft Noise & Vibration Report |               |                                                                  |                                        |                                                                                                                                                                                 |                                                                                                                                                                             | Date Out: September 15, 2020                                                                                       |                                                                                                                                                                                                                                                                                   |
| Item No.                       | Reviewer Name | Description                                                      | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                  | Response & Details (Authors - )                                                                                                                                             | Status O / P / C* (Reviewer)                                                                                       | Follow-up Comments (Reviewer)                                                                                                                                                                                                                                                     |
| 1                              | LAU           | DRAFT Noise & Vibration Environmental Conditions Report May 2020 | General                                | Future Work shall include noise and vibration impact study to existing Jimmie Simpson Recreation Centre as works are proposed in very close proximity to the Recreation Centre. | Typically recreation centres are not considered noise or vibration sensitive developments. The building will be considered in the construction vibration impact assessment. | C                                                                                                                  | For Council Item EC14.6- Save Jimmie Simpson Recreation Centre, Mx confirmed that they are continuing to do noise and vibration studies that will aid MX in defining a set of project requirements that will mitigate the proximity of the Ontario Line to the Recreation Centre. |
|                                |               |                                                                  |                                        |                                                                                                                                                                                 |                                                                                                                                                                             |                                                                                                                    |                                                                                                                                                                                                                                                                                   |
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| Review Comments Spreadsheet |                                                                  |                        |                                        | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| City of Toronto Comments    |                                                                  |                        |                                        | Project Name: Ontario Line<br>Project No: OL_Draft Noise & Vibration Report.pdf                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Revised By: TEO<br>Date In: August 4, 2020<br>Date Out: September 15, 2020                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Item No.                    | Reviewer Name                                                    | Description            | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                           | Status O / P / C* (Reviewer)                                                                                       | Follow-up Comments (Reviewer)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 1                           | Transportation Expansion Office in consultation with LeighFisher | Noise Measurements     | 2.2, Methods                           | <p>Please explain why noise meters were placed 3 m above ground.</p> <p>It is standard practice that in general noise measurements should use a microphone height of 5 ft (1.5 m) above ground (per the FHWA Noise Measurement Handbook), being representative of ear height for a standing person.</p>                                                                                                                                                                                                                                                                                                                                                 | <p>Noise meters were placed approximately 3 meters above ground to help avoid tampering and to keep equipment secure. It is not feasible to maintain a noise level at 1.5 meter heights in an urban environment.</p> <p>In terms of representative noise levels for a location, this difference in height of 1.5 metres should be negligible as meters were not placed in areas where there would be a difference in noise shielding between 1.5 and 3 meter heights.</p> | P                                                                                                                  | <p>We object that it is not feasible to maintain a noise level at 1.5m in an urban environment as this is best practice conducted on other urban projects of similar size and nature.</p> <p>It is acknowledged that security issues require consideration and may create difficulties with obtaining long-term monitoring data at 1.5m. Please confirm if there is an opportunity to conduct short-term measurements at various points in the corridor, to verify any variance between 1.5m and 3.0m readings, particularly for the sections of the Project that are not elevated.</p> <p>If short-term measurements cannot be obtained, adequate justification of the assumption that measurements at 3m are representative of that at 1.5m is required in the report. In addition, the upcoming impact assessment should consider both:</p> <p>1) if the predicted noise levels will exceed standards, and<br/>2) how much the Project contributes to the overall predicted noise levels.</p> <p>If only the first (1) consideration is examined, there is a risk that the noise measurements taken from 3m will underestimate impacts and therefore, required mitigation.</p> <p>Further comment is pending review of the impact assessment.</p> |
| 2                           | Transportation Expansion Office in consultation with LeighFisher | Noise Measurements     | 2.3, Results                           | <p>Provide justification for the following assumption noted in the report:</p> <p><i>"Data that could potentially be used to represent areas without measured data are highlighted in grey within the result tables. The representative data has been selected based on alternative locations or time periods where ambient noise levels are expected to be similar or lower."</i></p> <p>Note: Per the FTA Transit Noise and Vibration Impact Assessment Manual (2018), "Justification for all assumptions used in the analysis, such as selection of representative measurement sites and all baseline conditions, must be presented for review."</p> | Justification for using data where measured data was unavailable is provided in the Discussion section (Section 4).                                                                                                                                                                                                                                                                                                                                                       | O                                                                                                                  | <p>Discussion section (Section 4.0) justifies using data where measured data was unavailable for the following locations:</p> <p>1) Windom Road (MO_01N)<br/>2) Overlea Boulevard (MO_04N)<br/>3) Rolling Mills Road/Mill Street (MO_03S)</p> <p>Please include similar justification for the data assumed for Richmond Street West (MO_01W) and Richmond Street East (MO_05S).</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 3                           | Transportation Expansion Office in consultation with LeighFisher | Vibration Measurements | 3.2 Methods, Table 5                   | <p>Was consideration given to taking vibration measurements inside the recording studio to support determining potential impacts to sensitive sites?</p> <p>Note: The FTA Transit Noise and Vibration Impact Assessment Manual (2018) recommends conducting outdoor and/or indoor measurements to characterize existing vibration conditions, as appropriate.</p>                                                                                                                                                                                                                                                                                       | Consideration was given to performing measurements at this location, but access was not granted.                                                                                                                                                                                                                                                                                                                                                                          | C                                                                                                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 4                           |                                                                  |                        |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| Review Comments Spreadsheet |               |                                  |                                        | * Actions:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | ** Status:                                                                                                                                                                                                                                                                                                                                                                                                                                          | <br>An agency of the Government of Ontario<br>Une agence du gouvernement de l'Ontario |                                                                                                                                                                                                                                                                          |
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| Project Name:               |               |                                  |                                        | Ontario Line                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Revised By: TEO                                                                                                                                                         |                                                                                                                                                                                                                                                                          |
| Project No:                 |               |                                  |                                        | Draft Socio-Ec Report                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Date In: August 4, 2020                                                                                                                                                 |                                                                                                                                                                                                                                                                          |
|                             |               |                                  |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Date Out: September 15, 2020                                                                                                                                            |                                                                                                                                                                                                                                                                          |
| Item No.                    | Reviewer Name | Description                      | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Response & Details (Authors -)                                                                                                                                                                                                                                                                                                                                                                                                                      | Status O / P / C* (Reviewer)                                                                                                                                            | Follow-up Comments (Reviewer)                                                                                                                                                                                                                                            |
| 1                           | City Planning | Socio-Economic Conditions Report | General                                | Consider expanding the study area to take broader socio-economic impacts or concerns of a transit project into account (e.g. transit-oriented development, business impacts, transportation patterns, social equity, etc.). The study area for the socio-economic conditions analysis appears to be arbitrarily delineated, does not follow logical natural or community boundaries, and does not include many areas that would be positively or negatively impacted by the project. Provide a more complete explanation for how the study area was defined. City Planning can provide extensive local knowledge to assist with the delineation of the study area.  | The project's study area was developed through a review of the representative alignment. The intent of the socio-economic conditions report is to document surrounding socio-economic conditions within the project's study area and not to characterise socio-economic benefits or impacts of the project. Socio-economic benefits are documented through the business case process, which can be found in the Ontario Line Initial Business Case. | O                                                                                                                                                                       | This remains of concern to the City; further discussion requested on the approach to defining the study area. Clarification is requested on the practical purpose of the report if it is not to document conditions in areas impacted by the Ontario Line project scope. |
| 2                           | City Planning | Socio-Economic Conditions Report | General                                | If this EPR is intended to include the Maintenance and Storage Facility, the study area should include the Leaside Employment Area and Laird in Focus study area to assess impacts of the MSF on these areas. If the MSF will be covered by its own EPR, these impacts can be addressed through that process.                                                                                                                                                                                                                                                                                                                                                       | The Laird in Focus Study area is outside of the OLN study area and as such will not be included. Language on Leaside Employment Area has been added to the report.<br><br>The Project study area includes the potential location of the MSF, based on the representative alignment. Project-specific impacts will be studied and documented in the EIAR, in accordance with O. Reg. 341/20.                                                         | O                                                                                                                                                                       | The Laird in Focus area remains of concern to the City; further discussion is requested. The Laird in Focus plan has implications that need to be understood with respect to the project, and the project as proposed will have impacts on the Laird in Focus area.      |
| 3                           | City Planning | Socio-Economic Conditions Report | Section 3.1.1, Page 12                 | Update the review of the Provincial Policy Statement and its implications for the Ontario Line. The 2014 version has been superseded by the 2020 version and is not current with the date of the draft report.                                                                                                                                                                                                                                                                                                                                                                                                                                                      | This will be addressed in the revised report.                                                                                                                                                                                                                                                                                                                                                                                                       | P                                                                                                                                                                       |                                                                                                                                                                                                                                                                          |
| 4                           | City Planning | Socio-Economic Conditions Report | Section 3.2.1, Page 17                 | The report should make clear the relationships between the land use designations, secondary plans, and site and area specific policies that are discussed. As per the interpretation policies, all the policies of the Official Plan apply to the areas subject to Secondary Plans contained in Chapter Six, except in the case of a conflict, the Secondary Plan policy will prevail. All OP policies apply to areas subject to site/area specific policies contained in Chapters Six and Seven except where in the case of a conflict, the site/area specific policy will prevail.                                                                                | This will be clarified in the revised report.                                                                                                                                                                                                                                                                                                                                                                                                       | P                                                                                                                                                                       |                                                                                                                                                                                                                                                                          |
| 5                           | City Planning | Socio-Economic Conditions Report | Section 3.2 in General                 | Ensure current Official Plan information and maps are being used (February 2019 consolidation as amended). We note that some policy language and designation labels are out of date.<br>- e.g. Page 22: Employment Districts no longer exist in Map 2, and Employment Areas in the Land Use Plan have been replaced by Core Employment Areas and General Employment Areas.<br>- e.g. Figure 3-6e: Official Plan land use designation maps are out of date and do not reflect recent Official Plan Amendments, such as the Celestica development that was approved on the northwest corner of Eglinton and Don Mills.<br>Check for other instance of similar errors. | This will be adjusted in the mapping.                                                                                                                                                                                                                                                                                                                                                                                                               | P                                                                                                                                                                       |                                                                                                                                                                                                                                                                          |
| 6                           | City Planning | Socio-Economic Conditions Report | Section 3.2.1.3, Page 40-42            | Add Secondary Plans and Planning Studies missing from the list including Don Mills Crossing SP (around Eglinton and Don Mills), the Laird in Focus PS, and the Gerrard-Carlaw PS.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A summary on the Don Mills Crossing SP and Gerrard Carlaw PS will be added to the OLN Secondary Plans section.<br><br>The Laird in Focus Planning Study falls outside of the OLN Study Area, and as such, will not be included.                                                                                                                                                                                                                     | P                                                                                                                                                                       |                                                                                                                                                                                                                                                                          |
| 7                           | City Planning | Socio-Economic Conditions Report | Section 3.2.1.3.1.1, Page 40           | Correct CWSP history in report. Note that the CWSP has been under appeal since it was originally adopted in 2003. The portion for the western waterfront has since come into force. The 2003 CWSP was never in effect and does not remain in effect for the Port Lands, and the LPAT hearing will not change what is already in effect for other areas of the CWSP.                                                                                                                                                                                                                                                                                                 | This will be addressed in the revised report.                                                                                                                                                                                                                                                                                                                                                                                                       | P                                                                                                                                                                       |                                                                                                                                                                                                                                                                          |
| 8                           | City Planning | Socio-Economic Conditions Report | Sec 3.2.1.3.2.2, Page 42               | The report should note that Council considered a Proposed Secondary Plan amendment for King-Parliament in October 2019. The updated objectives articulated in that plan should replace the objectives noted in the report, as follows: • Support and enhance the employment cluster in the King-Parliament area; • Conserve heritage properties; • Improve and expand parks and the public realm; and • Simplify interpretation of overlapping policy frameworks.                                                                                                                                                                                                   | This will be addressed in the revised report.                                                                                                                                                                                                                                                                                                                                                                                                       | P                                                                                                                                                                       |                                                                                                                                                                                                                                                                          |
| 9                           | City Planning | Socio-Economic Conditions Report | Table 3-1, Page 44                     | The Ontario Line North section of Table 3-1 should include SASP 254 related to 59/75 Wynford Drive, and SASP 511 related to Celestica.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | SASP 511 will be added to Table 3-1. SASP 254 falls outside of the Study Area.                                                                                                                                                                                                                                                                                                                                                                      | P                                                                                                                                                                       |                                                                                                                                                                                                                                                                          |
| 10                          | City Planning | Socio-Economic Conditions Report | Table 3-2, Page 49                     | The Ontario Line North section of Table 3-2 should include reference to the Laird in Focus guidelines. The Ontario Line South section should include the Northwest PATH EA and West Don Lands Master Plan EA.                                                                                                                                                                                                                                                                                                                                                                                                                                                       | The Laird in Focus Study Area boundary is outside of the OLN Study Area. The OLS segment table will include the Northwest PATH EA and the West Don Lands Master Plan EA.                                                                                                                                                                                                                                                                            | P                                                                                                                                                                       |                                                                                                                                                                                                                                                                          |

|    |               |                                  |                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                             |   |                                                                                                                                                                                                                                                                     |
|----|---------------|----------------------------------|-----------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 11 | City Planning | Socio-Economic Conditions Report | Section 4.1.2.1, Page XX                | Correct the inaccurate statement that "Along the main streets of Front, King Street E. and Queen Street E. are numerous..." The stretch of Front St. E. and King St. E. within the study area are not all typical main streets.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | This will be addressed in the revised report.                                                                                                                                                                                                                                                                               | P |                                                                                                                                                                                                                                                                     |
| 12 | City Planning | Socio-Economic Conditions Report | Section 4.1.2.2, Page 57                | Correct the description of The Esplanade east of Jarvis Street. The description is accurate only west of Jarvis St. East of Jarvis, The Esplanade is a local neighbourhood street encompassing David Crombie Park, residential, school and civic uses. Also delete the last paragraph as the St. Lawrence neighbourhood is not in West Don Lands/Industrial Sub-area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | This will be addressed in the revised report.                                                                                                                                                                                                                                                                               | P |                                                                                                                                                                                                                                                                     |
| 13 | City Planning | Socio-Economic Conditions Report | Section 4.1.3.3, Page 59                | Complete the description of the Thorncliffe Park Sub-Area which is missing some key features including the Costco development and integration of former Coca Cola headquarters heritage building on the site, and a number of places of worship.<br><br>Also note that the statement "This mall and associated plaza [East York Town Centre] are situated in the centre of the neighbourhood and comprise the majority of the Overlea Boulevard frontage" is not an accurate description of Overlea Boulevard.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | These key features are located in the Thorncliffe Employment Sub-Area and will be added to the revised report.<br><br>The statement about the mall and plaza will be revised to state "...comprise a large portion of the Overlea Boulevard frontage within the OLN Study Area".                                            | P |                                                                                                                                                                                                                                                                     |
| 14 | City Planning | Socio-Economic Conditions Report | Section 4.1.3.4, Page 60                | Clarify what is meant by the reference to a "Sub-Area" north of Eglinton Avenue East. This is not shown in Figure 2-3.<br><br>This section is missing some key features and should include reference to the approved Celestica development in northwest quadrant, the CreateTO/Housing Now sites south of Eglinton, and the Don Mills Crossing Secondary Plan.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | The "sub-area" reference will be reworded to avoid confusion.<br><br>This section is intended to speak to the existing physical characteristics of the area, not the planned / future conditions. A reference is made to the Celestica development in the last sentence, which points to Section 7 for further information. | P |                                                                                                                                                                                                                                                                     |
| 15 | City Planning | Socio-Economic Conditions Report | Figure 4-2e-f, Page 75-76               | Show missing critical trail link connecting Mill Street to Lower Don Trail through Corktown Common and under the Richmond Hill GO corridor in the map.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | This will be added to Figure 4-2e-f.                                                                                                                                                                                                                                                                                        | P |                                                                                                                                                                                                                                                                     |
| 16 | City Planning | Socio-Economic Conditions Report | Figures 4-3b, 4-3c and 4-3e, Page 83-85 | Include references from the Don Mills Crossing and Laird in Focus mobility plans in the map of cycling infrastructure. Confirm that all connections in Thorncliffe Park have been shown. Note that the cycle track shown on Millwood north of Overlea is not consistent with the City's latest Cycling Network                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | We will adjust the mapping accordingly.<br><br>The Laird in Focus Study Area boundary is outside of the OLN Study Area.                                                                                                                                                                                                     | O | The Laird in Focus area remains of concern to the City; further discussion is requested. The Laird in Focus plan has implications that need to be understood with respect to the project, and the project as proposed will have impacts on the Laird in Focus area. |
| 17 | City Planning | Socio-Economic Conditions Report | Section 4.2.3.2.2, Page 81              | For information, note that Don Mills Crossing has planned cycling infrastructure for 3 quadrants of Don Mills Rd and Eglinton Ave E, including cycle tracks, lanes, and multi-use paths.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | This will be added in-text.                                                                                                                                                                                                                                                                                                 | P |                                                                                                                                                                                                                                                                     |
| 18 | City Planning | Socio-Economic Conditions Report | Section 4.3.1, Page 87-88               | The report should note the Cultural Heritage Landscape Assessment for Exhibition Place (2019), which includes recommendations for rehabilitation of the public realm. The report should include some discussion of Exhibition Place as a major heritage resource, conference and event centre, and open space.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | This will be clarified in the revised report.                                                                                                                                                                                                                                                                               | P |                                                                                                                                                                                                                                                                     |
| 19 | City Planning | Socio-Economic Conditions Report | Table 5-4, Page 106                     | Revise table and corresponding map to reflect that the three areas west of Strachan identified as parks/open spaces. These are not municipal parks, and one is a transformer station.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | This will be clarified in the revised report.                                                                                                                                                                                                                                                                               | P |                                                                                                                                                                                                                                                                     |
| 20 | City Planning | Socio-Economic Conditions Report | Table 5-7, Page 108                     | List of Daycares should include City Kids Early Learning and Child Care Centre at 34 Bathurst Street. Community Groups should include Friends of Fort York and The Bentway.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | This will be added to the revised report.                                                                                                                                                                                                                                                                                   | P |                                                                                                                                                                                                                                                                     |
| 21 | City Planning | Socio-Economic Conditions Report | Section 6, Page 124-146                 | Recommend including a social equity analysis consisting of source data from the City's Neighbourhood Equity Index and Neighbourhood Improvement Areas, which would reflect an analysis of the degrees of inequality experienced in Toronto's 141 defined neighbourhoods based on a composite of key indicators, in order to be consistent with the City's rapid transit evaluation framework.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | A social equity analysis outside the scope of the environmental assessment which documents the environmental impacts of the project. Social and economic benefits of the project are documented within the Initial Business Case for the Ontario Line.                                                                      | C |                                                                                                                                                                                                                                                                     |
| 22 | City Planning | Socio-Economic Conditions Report | Section 6.1.1, Page 124-127             | Review Section 6.1.1 carefully as it does not accurately reflect the census data presented. Examples:<br>■ Table 6-2 shows percentage of population by age but the discussion refers to actual counts of people by age. The table titles should reflect what is being presented "Proportion of" or "Percentage of".<br>■ p. 126, first paragraph. Table 6-5 shows the proportions of people who are recent immigrants, not the numbers.<br>■ p. 127, first paragraph. Table 6-7 shows a slight decline in average household size; it doesn't show decline in population.<br>■ p. 127, second paragraph. Table 6-8 reports average household income, not average (personal) income.<br>■ p. 127, third paragraph. Table 6-9 reports the proportion of households by tenure, not the numbers. Without the absolute numbers, it is not appropriate to conclude based on the shares of the subareas whether there are more or fewer renters. It may be true but it cannot be stated from this data. | This will be clarified in the revised report.                                                                                                                                                                                                                                                                               | P |                                                                                                                                                                                                                                                                     |
| 23 | City Planning | Socio-Economic Conditions Report | Figure 7-3b, Page 164                   | A rezoning symbol should be included for the CreateTO Housing Now site at 805 Don Mills Road.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | This application was captured as part of ID #4 (770 Don Mills Road) as they were submitted as one application. The symbols will be added to both parcels of land to further clarify.                                                                                                                                        | P |                                                                                                                                                                                                                                                                     |
| 24 | City Planning | Socio-Economic Conditions Report | Section 7, Page 147                     | Correct factual errors with application appeals. Note that not all application types listed here are appealed to TLAB, only minor variances. Other applications are appealed to the LPAT.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | This will be reviewed and clarified in the revised report.                                                                                                                                                                                                                                                                  | P |                                                                                                                                                                                                                                                                     |



|    |               |                                  |                                  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |   |                                                                                                                                                                                                                                                                                                                                                                               |
|----|---------------|----------------------------------|----------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 25 | City Planning | Socio-Economic Conditions Report | Section 7.3, Page 162            | <p>Include key aspects of developments following the direction of Housing Now initiatives that should be noted in this section (including relationship to the Ontario Line alignment):</p> <ul style="list-style-type: none"> <li>■ 770 Don Mills Road (southwest corner) - Three residential towers with approximately 1,200 residential units, portions of which would be affordable and market rental housing, daycare, and City Council authorized land exchange with the TDSB to facilitate the development of an elementary school.</li> <li>■ 805 Don Mills Road (southeast corner) - Three residential towers with approximately 1,000 residential units, portions of which would be affordable and market rental housing, daycare, and other non-residential uses.</li> </ul>                                                              | ID #4 will be further updated to reflect these key elements. We will also make note that there are redevelopments as part of Housing Now in the Flemington Park Sub-Area under the larger OLN summary section in Section 7.                                                                                                                                                                                                                                                                                                       | P |                                                                                                                                                                                                                                                                                                                                                                               |
| 26 | City Planning | Socio-Economic Conditions Report | Table 7-1 & Figure 7-2, Page 164 | <p>Correct factual errors in the report regarding applications:</p> <ul style="list-style-type: none"> <li>■ The following applications were not in the list or figure and should be added: 60 Mill St., 109 George St., 53 Ontario St., 125 Mill St., 125 Mill St. R; 31R Parliament St.; 133 Queen St. E.</li> <li>■ The following applications are withdrawn, completed or refused and are not longer active: 56; 57; 65; 73.</li> </ul> <p>Clarify how the report defines "active" applications, and update out-of-date information in table. Recommend separating active applications that are in the OPA, Rezoning, Plan of Subdivision, and Minor Variance phases from those in the Site Plans and Plans of Condominium phases.</p> <p>Confirm latest list and status of applications through the City's Application Information Centre.</p> | Factural errors will be updated in the revised report. Date of development application review will be clarified.                                                                                                                                                                                                                                                                                                                                                                                                                  | P |                                                                                                                                                                                                                                                                                                                                                                               |
| 27 | City Planning | Socio-Economic Conditions Report | Section 8, Page 177              | <p>Include impacts to communities and human environments in the assessment. Potential project impacts speaks only to hard environmental impacts and makes no reference to the demographic characteristics across the line and how different groups may be impacted differently during construction and operations. Given the effort to include demographic analysis, the demographic discussion would benefit from a summary of the variations along the line and how the proposed project could impact the areas and their residents differently.</p>                                                                                                                                                                                                                                                                                              | The intent of the socio-economic conditions report is to document existing demographic information within the study area. Socio-economic impact assessment will be completed under separate cover (Environmental Impact Assessment Report). However, typical approach for the socio-economic impact assessment does not include understanding how different demographic groups may be impacted during construction. Socio-economic impacts typically include impacts to utilities, access, built form, and surrounding land-uses. | O | This remains of concern to the City as it is City Council's policy that transit projects be evaluated through an equity and gender lens. See for example the following motion: <a href="http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.MM44.14">http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.MM44.14</a> . Further discussion is requested. |
| 28 | City Planning | Socio-Economic Conditions Report | Table 8-1, Page 178              | <p>Note that temporary walkways used to mitigate access to land use and adjacent lands during construction should provide a pedestrian clearway of 2.1m and meet AODA requirements for universal accessibility.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | Impacts are intended to be high level and preliminary as this is an environmental conditions report, not an impact assessment. High level text re: AODA compliance will be added to the revised report.                                                                                                                                                                                                                                                                                                                           | P |                                                                                                                                                                                                                                                                                                                                                                               |
| 29 | City Planning | Socio-Economic Conditions Report | Table 8-2, Page 179              | <p>Visual impact analysis in Table 8-2 should include all infrastructure elements visible to the public including elevated guideways, support columns, retaining walls, portals and other structures related to the infrastructure. Mitigation measures should also include architectural design and surrounding landscape treatment.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | High level mitigation text will be added to the revised report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | P |                                                                                                                                                                                                                                                                                                                                                                               |
| 30 | City Planning | Socio-Economic Conditions Report | Table 8-2, Page 179              | <p>Include transportation and transit network impacts to the Leaside Business Area related to the MSF if this EPR is intended to comprise the MSF. Table 8-2 indicates that "No impacts related to the transportation network are anticipated during operations". The proposed MSF design concept includes a collector road closure of Beth Neilson Drive and Wicksteed Avenue, which is not a supportable solution. Alternatives should be evaluated to maintain this function.</p>                                                                                                                                                                                                                                                                                                                                                                | Any project-specific impacts will be confirmed as project planning and design progress and incorporated into the Environmental Impact Assessment Report to be provided under separate cover, in accordance with the O. Reg. 341/20.                                                                                                                                                                                                                                                                                               | C |                                                                                                                                                                                                                                                                                                                                                                               |
| 31 | City Planning | Socio-Economic Conditions Report | Section 10, Page 181             | <p>Suggest expanding on the demographic and economic analysis in terms of impacts and mitigation to the human environment to support the conclusion that "The Project will achieve this objective by strengthening connections between people and jobs within Toronto and the surrounding region by improving rapid transit service and bringing rapid transit to new communities, providing residents with greater access to transit options and economic opportunities in closer proximity to their homes".</p>                                                                                                                                                                                                                                                                                                                                   | The intent of the socio-economic conditions report is to document surrounding socio-economic conditions within the project study area and not to characterise socio-economic benefits or impacts of the project. Socio-economic benefits are documented through the business case process, including how the Project will connect people to jobs, which can be found in the Ontario Line Initial Business Case.                                                                                                                   | C |                                                                                                                                                                                                                                                                                                                                                                               |

| Review Comments Spreadsheet |               |                                                                                            |                                        | * Actions:                                                                                                                                                                                                                                                                                                                                                    | ** Status:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                              |                               |
|-----------------------------|---------------|--------------------------------------------------------------------------------------------|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------|-------------------------------|
| City of Toronto Comments    |               |                                                                                            |                                        | 1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....                                                                                                                                                                                                                                                                    | O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                                                                          |                              |                               |
|                             |               |                                                                                            |                                        | Project Name:                                                                                                                                                                                                                                                                                                                                                 | Ontario Line                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                              |                               |
|                             |               |                                                                                            |                                        | Project No:                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                              |                               |
|                             |               |                                                                                            |                                        | Item:                                                                                                                                                                                                                                                                                                                                                         | Draft Early Works Reports May 2020                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                              |                               |
|                             |               |                                                                                            |                                        | Revised By:                                                                                                                                                                                                                                                                                                                                                   | TEO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                              |                               |
|                             |               |                                                                                            |                                        | Date In:                                                                                                                                                                                                                                                                                                                                                      | August 4, 2020                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                              |                               |
|                             |               |                                                                                            |                                        | Date Out:                                                                                                                                                                                                                                                                                                                                                     | September 15, 2020                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                              |                               |
| Item No.                    | Reviewer Name | Description                                                                                | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                                | Response & Details (Authors -)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Status O / P / C* (Reviewer) | Follow-up Comments (Reviewer) |
| 1                           | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | General                                | Any impacts to City parkland as a result of this project requires coordination with Parks Capital's Construction schedule for funded projects. Schedule and duration of impacted park lands to be provided.                                                                                                                                                   | Comment noted, as project planning progresses, Metrolinx will consult with the City.                                                                                                                                                                                                                                                                                                                                                                                                                                                          | C                            |                               |
| 2                           | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | General                                | Parks is not in support of such significant loss of park lands. What lands does Mx have for a potential land swap? The loss of parkland shall meet the Official Plan Policy for disposal of land.                                                                                                                                                             | The intent of the socio-economic existing conditions report is to document socio-economic conditions within the study area such as surrounding land-uses, built form, demographic information, and development applications. This report does not include details of impacts to parkland and subsequent impact assessment which will be completed under separate cover - Environmental Impact Assessment Report, in accordance with O. Reg. 341/20.<br><br>Metrolinx will continue to engage the City as project planning and design advance. | C                            |                               |
| 3                           | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 22-39                               | All existing Parks and Natural Areas that will be impacted to be noted in their respective sub-areas and labelled in all corresponding graphics...i.e. Ordance Park, Moss Park, Jimmie Simpson Park, E.T Seton Park Archery Range etc.                                                                                                                        | The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. Direct impacts will be addressed in a future impact assessment. An inventory of existing parks is provided in Figures 5-1 to 5-3.                                                                                                                                                                                                                                                | C                            |                               |
| 4                           | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 23                                  | Include under Relevance to the Project (copied from Relevance to Project on pg 29 for OLS): 'Parks and Natural Areas must also be carefully considered during detailed design to mitigate potential impacts to their natural and social functionality within the context of the environment'                                                                  | This will be added in the revised report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | C                            |                               |
| 5                           | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 52                                  | Ravine Strategy noted in Name of Policy, Initiative or Plan to include Ravine Strategy implementation staff report that went to Council in January 2020 where it was noted that the Lower Don is a Ravine Priority Investment Area (PIA). Any work in the Lower Don shall meet the objectives of the Lower Don Trail Master Plan and Lower Don Trail Refresh. | This will be noted in the revised report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | C                            |                               |
| 6                           | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 55-60                               | All notable landmarks to include existing Parks and Natural Areas that will be impacted. Ontario Line North is missing notable local landmarks that were noted for OLW and OLS                                                                                                                                                                                | The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. Direct impacts will be addressed in a future impact assessment.<br><br>An OLN landmark section including notable parks will be added in the revised report.                                                                                                                                                                                                                      | C                            |                               |
| 7                           | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 87-102                              | All existing Parks and Natural Areas that will be impacted to be noted in their respective OL segments...i.e. Ordance Park, Moss Park, Jimmie Simpson Park, E.T Seton Park Archery Range etc.                                                                                                                                                                 | The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. Direct impacts will be addressed in a future impact assessment.                                                                                                                                                                                                                                                                                                                  | C                            |                               |
| 8                           | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 106                                 | Ordance Park to be added to OLW and Jimmie Simpson Recreation Centre to be added to OLS Recreational Uses, Parks and Open Spaces                                                                                                                                                                                                                              | This will be addressed in the revised report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | C                            |                               |
| 9                           | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 107                                 | ET Seton Park #39 to be noted as well at the Archery Range in the mapping                                                                                                                                                                                                                                                                                     | This will be addressed in the revised report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | C                            |                               |
|                             |               |                                                                                            |                                        |                                                                                                                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                              |                               |
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| Review Comments Spreadsheet<br>City of Toronto Comments                     |                                                |                                                                                 |                                                                                                              | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <br>An Agency of the Government of Ontario<br>Une Agence du Gouvernement du Québec |                               |
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| Project Name: Ontario Line - Existing Conditions - Cultural Heritage Report |                                                |                                                                                 |                                                                                                              | Revised By: TEO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Date In: August 4, 2020                                                                                                                                              |                               |
| Project No:                                                                 |                                                |                                                                                 |                                                                                                              | Draft Environmental Reports                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Date Out: September 15, 2020                                                                                                                                         |                               |
| Item No.                                                                    | Reviewer Name                                  | Description                                                                     | Part, Chapter, Sec, Subsec, page, DWG#                                                                       | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Response & Details (Authors -)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Status O / P / C* (Reviewer)                                                                                                                                         | Follow-up Comments (Reviewer) |
| 1                                                                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Executive Summary and Next Steps Sections                                                                    | The Executive Summary should summarize how many built heritage resources are proposed to be impacted and the expected nature of the impacts. The current version of the Executive Summary and Next Steps sections do not summarize or quantify the proposed impacts on identified built heritage resources. Due to the complexity and size of the Impact Tables, identifying the type and description of anticipated impact is necessary to understand the overall impacts the alignment will have on built heritage resources. It needs to be made clear which and how many built heritage resources are anticipated to be demolished or altered due to the alignment. Similarly, there is a need to summarize how many, and which, identified built heritage resources will not be impacted by the current alignment. | As per the Ontario Line Project Regulation, the purpose of this report documents all known or potential built heritage resources within the study area. At this time, a range of preliminary impacts and mitigation measures have been identified for each of those built heritage resources. Once detailed design has progressed, property-specific impacts will be known at that time.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | O                                                                                                                                                                    |                               |
| 2                                                                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 2. Approach and Methodology, page 11                                                                         | Clarify if a CHER will be provided for properties that were identified as potential built heritage resources identified during field review. The report notes that "it is not necessary to recommend an individual Cultural Heritage Evaluation Report (CHER) be undertaken to re-apply O. Reg. 9/06 to these properties." While a CHER may not be necessary for each property, some properties may warrant a CHER be undertaken, for example properties designated under OHA prior to O. Reg 9/06 taking effect.                                                                                                                                                                                                                                                                                                       | No CHER will be completed outside of this report/the future Heritage Detailed Design Report (HDDR). The HDDR will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent. Cultural Heritage Reports and Heritage Detailed Design Reports will meet MX obligations under the Ontario Heritage Act.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | C                                                                                                                                                                    |                               |
| 3                                                                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 4. Identification of Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures, page 16 | Heritage Impact Assessments should be completed prior to detailed design and reviewed by City of Toronto Heritage Planning and subject to staff delegated or Council decision under the Ontario Heritage Act and Municipal Code. Properties that are identified as built heritage resources warrant a Heritage Impact Assessment if they are to be altered or demolished as a result of project activities. The report indicates that the intent of the Cultural Heritage Report impact assessment is to "provide sufficient discussion of potential impacts to inform project planning to avoid, to the greatest extent possible, undertaking additional HIAs of individual properties."                                                                                                                               | Heritage Detailed Design report(s) will be prepared by Metrolinx and/or Project Co(s), once a preferred alignment has been identified and/or detailed design has commenced. The report(s) will document the review of the preferred alignment and/or detailed design as it relates to the Cultural Heritage Report, refine project-specific impacts and mitigation measures, identify any changes, and, where required, describe how any conditions attached to the Minister's Consent will be met, based on the proposed/recommended design. The HDDR will also include any impacts on a known or potential built heritage resource or cultural heritage landscape that were not anticipated or described in the Cultural Heritage Report. In this instance, the Heritage Detailed Design Report will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent.<br><br>Metrolinx will engage with the City during the development of the HDDR. | C                                                                                                                                                                    |                               |
| 4                                                                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 4. Identification of Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures, page 18 | The Impact Tables in this report should be revised once the preferred alignment has been identified and subsequent consultation with the City of Toronto Heritage Planning should occur. With the assertion that only properties meeting 10/06 criteria will be subject to further study through a Heritage Detailed Design Report, clarification is needed on how identified built heritage resources that have not been identified as meeting 10/06 criteria may be further evaluated and how their identified cultural heritage values will be incorporated in the overall evaluation of alternatives and identification of the preferred alignment. Details on how potential project impacts on their cultural heritage value will be mitigated through the detailed design process are also needed.                | Refer to comment response #3. Further, the HDDR will document refined project-specific impacts to all heritage properties (not just 10/06) based on the preferred alignment/detailed design.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | C                                                                                                                                                                    |                               |
| 5                                                                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 4. Identification of Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures, page 18 | Confirm content and scope of the Heritage Detailed Design Reports.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Refer to comment response #3.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | C                                                                                                                                                                    |                               |
| 6                                                                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 6.2 Ontario Line North Next Steps, page 23                                                                   | Heritage Detailed Design Reports (HDDR) are to be prepared for properties that meet 10/06 criteria. These reports are to be shared with MHSTC1 for its records. These reports should also be shared with the City of Toronto Heritage Planning unit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | Refer to comment response #3. HDDR will be shared with the City of Toronto Heritage Planning unit.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | C                                                                                                                                                                    |                               |
| 7                                                                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Community Engagement, page 21                                                                                | Heritage Planning acknowledges that the Metrolinx data request was not able to be completed prior to the draft of this report due to the on-going COVID-19 global pandemic limiting access to property databases.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Comment noted. MX would appreciate obtaining this information for future reporting, at the Heritage Planning unit's earliest convenience.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | O                                                                                                                                                                    |                               |

|    |                                                |                                                                                 |                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |   |  |
|----|------------------------------------------------|---------------------------------------------------------------------------------|---------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|--|
| 8  | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Community Engagement, page 21                           | This section should clarify and identify what other non-governmental heritage organizations, HCD advisory committees, and community stakeholders have been included in engagement. Given the proposed impacts on a number of identified municipally/locally significant cultural heritage resources, in addition to any as yet unidentified, confirm how will broader public engagement occur and when.                                    | This section has been updated in a more recent version and will be further updated following the official regulated consultation period. The Notice of Draft Environmental Conditions Report will include release of all draft reports, including this Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment. The Draft ECR reports will be circulated to interested parties including community groups as requested. Following the regulated public review period, comments specific to cultural heritage will be reviewed and edits to the report will be made and reissued for the Notice of Final Environmental Conditions Report (anticipated for the fall). | P |  |
| 9  | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | OLN Impacts Table, OLS Impacts Table, OLW Impacts Table | Make clear which and how many built heritage resources are expected to be demolished or altered due to the alignment. The information in the table for Type and Description of anticipated impact does not provide enough information to fully evaluate the nature and scope of the proposed impact.                                                                                                                                       | As noted in comment response #1, this report documents all known or potential built heritage resources within the study area and includes a range of preliminary impacts and mitigation measures for each built heritage resource. Once an alignment has been selected and/or detailed design is prepared, project-specific impacts will be documented in the HDDR, specifying the number of cultural heritage resources expected to be demolished or altered.                                                                                                                                                                                                                              | C |  |
| 10 | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | OLN Impacts Table, OLS Impacts Table, OLW Impacts Table | For all Impact Tables, the proposed mitigation measure should be revised to include completion a Cultural Heritage Evaluation Report, Heritage Impact Assessment and associated Strategic Conservation Plan, required when any physical impacts to a cultural heritage resource or its heritage attributes are anticipated. These should be completed prior to Detailed Design and circulated to Heritage Planning for review and comment. | Refer to comment responses #2 and #3. Further, recommendations for SCPs are noted within the report impact tables where an SCP would be warranted.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | C |  |
| 11 | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | OLN Impacts Table, OLS Impacts Table, OLW Impacts Table | For all Impacts Tables, the proposed mitigation measures should be revised to also clarify when in the process the City of Toronto Heritage Planning unit will be consulted if it is not possible to avoid impact to an identified cultural heritage resource and its heritage attributes. Consultation should occur prior to Detailed Design.                                                                                             | Language in report will be revised to more clearly include consultation with the City of Toronto Heritage Planning unit and specify timing for consultation with City.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | P |  |
| 12 | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | OLN Impacts Table, OLS Impacts Table, OLW Impacts Table | The alternatives in all Impact Tables should be revised to also include consultation with the Toronto Preservation Board and City Council where applicable. Heritage Planning notes that properties not yet owned by Metrolinx are not exempt from Municipal process and legislation under the Ontario Heritage Act and Municipal Code.                                                                                                    | Language exists in the impact tables (Appendix G) for each potentially impacted property outlines that Metrolinx will engage the City, including approvals and permits required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | C |  |
| 13 | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Map OLN, Map OLS, Map OLW                               | Maps should be revised to include the current track alignment so that proposed impact footprints are graphically represented in relation to identified and potential heritage resources. The maps provided delineate the study areas however do not depict the currently proposed track alignment.                                                                                                                                         | The route is not shown as the only route that is available is very preliminary and subject to change. This report documents existing conditions within the broad defined OL study area and presents impact scenarios that will be refined by MX/Project Co during route selection/detailed design process. Route alignment and project-specific impacts will be documented in HDDR.                                                                                                                                                                                                                                                                                                         | C |  |

# Review Comments Spreadsheet

## City of Toronto Comments

### \* Actions:

1 = Will comply  
2 = Discuss, clarification required  
3 = Not applicable because .....

### \*\* Status:

O = Open, not resolved  
P = Pending incorporation in design  
C = Closed, implementation complete



| Project Name: Ontario Line Soil & Groundwater Environmental Conditions Report |                                                           |                                                                     |                                                                              | Revised By: TEO                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | Status<br>O / P / C*<br>(Reviewer) |                                                                                                                                                                                                                                                                                                            |
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| Project No:                                                                   |                                                           |                                                                     |                                                                              | Date In: August 4, 2020                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                    |                                                                                                                                                                                                                                                                                                            |
| Draft Environmental Reports                                                   |                                                           |                                                                     |                                                                              | Date Out: September 15, 2020                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                    |                                                                                                                                                                                                                                                                                                            |
| Item No.                                                                      | Reviewer Name                                             | Report Name                                                         | Part, Chapter, Sec, Subsec, page, DWG#                                       | Review Comment                                                                                                                                                                                                                                                               | Response & Details<br>(Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                    | Follow-up Comments<br>(Reviewer)                                                                                                                                                                                                                                                                           |
| 1                                                                             | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Figure 3-6, Figure 3-14, and Figure 3-22                                     | Please verify what the white patches are in the colored layer of "Highly Vulnerable Aquifer". As presented, it appears as though parts of the Study Area my not overlay HVA.                                                                                                 | In Figures 3-6, 3-14, and 3-22, the white patches indicate the HVA does not cover the full Study Area. A sentence will added to the report to clarify this point.                                                                                                                                                                                                                                                                                                                                                                                                                                                           | P                                  | Pending verification of updated Environmental Conditions Report.                                                                                                                                                                                                                                           |
| 2                                                                             | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Section 4.2 Soil and Groundwater (potential impacts and mitigation measures) | Please identify potential soil quality (surface and sub-surface) and <u>ground stability impacts and mitigation measures</u> . There is currently an information gap as only groundwater impacts are discussed.                                                              | Potential need for further geotechnical studies has been identified and included in the report. Ground stability impacts and mitigation measures have been included in the preliminary list of potential impacts and mitigation measures.                                                                                                                                                                                                                                                                                                                                                                                   | O                                  | Discussion regarding soil quality or quantity is not currently included in Section 4.2, thus remaining an information gap. Please update section to include information on this, similar to that provided for groundwater quality and quantity.                                                            |
| 3                                                                             | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Section 4.2 Soil and Groundwater (potential impacts and mitigation measures) | Please address if there are any <u>potential impacts</u> from the permanent presence of new tunnels and foundations on the shallow groundwater flow directions and long-term water table levels, especially near river crossings.                                            | Previous experience indicates that this type of structure typically does not impact groundwater flow or water table elevation long-term. They are typically completed at a later design phase such that the position/depth of major elements of the design has been near finalized prior to completion of the assessment.<br><br>As project planning and design advance, potential impacts from the presence of new tunnels and foundations on the shallow groundwater flow directions and long term water table levels will be identified and documented as part of the environmental impact assesment report as required. | P                                  | Pending verification of the Environmental Impact Assessment Report.                                                                                                                                                                                                                                        |
| 4                                                                             | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Section 4.2 Soil and Groundwater (potential impacts and mitigation measures) | Please <u>identify potential soil and groundwater quality impacts and mitigation measures</u> associated with drilling fluid and cuttings management, including special considerations for a frac-out scenario if potentially relevant to the tunneling method.              | Mitigation for the handling, management and disposal of all excavated material that is generated or encountered during the work will be identified in the report. Specific mitigation including special considerations for a frac-out scenario will be included in the Environmental Impact Assessment Report.                                                                                                                                                                                                                                                                                                              | P                                  | Pending verification of updated Environmental Conditions Report and the Environmental Impact Assessment Report.<br><br>Please note: in addition to excavated materials (i.e. wastes), handling, management and disposal of all hazardous materials should also be identified.                              |
| 5                                                                             | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Section 4.2 Soil and Groundwater (potential impacts and mitigation measures) | Considering the large volumes of drilling fluid and cuttings that will likely be generated, please include as mitigation measure a dedicated environmental management plan for drilling activities (in addition to the Spill Prevention and Response Plan already proposed). | The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. Specific mitigation including for large volumes of drilling fluids and cuttings will be considered in the Environmental Impact Assessment Report.                                                                                                                                                                                                                                                                                                              | P                                  | Noted. Pending verification of the Environmental Impact Assessment Report.                                                                                                                                                                                                                                 |
| 6                                                                             | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Entire Report                                                                | Unless already addressed in a separate, dedicated report, please address existing soil and groundwater contamination potential in all three Study Areas and indicate whether a remediation program will be required before construction.                                     | Impacts and mitiation associated with contamination will be included in the report.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | P                                  | Pending verification of updated Environmental Conditions Report.                                                                                                                                                                                                                                           |
| 7                                                                             | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Entire Report                                                                | Please specify the soil and groundwater quality standards that will be used to assess baseline quality and future monitoring.                                                                                                                                                | Consideration to specific soil and groundwater standards will be given as part of the environmental impact assessment report preparation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | O                                  | Not including standards in this report is inconsistent with the approach taken for the air quality chapter.<br><br>The soil and groundwater quality standards should be identified to provide the basis for the quality and contamination conditions discussed in this and future reports. Please provide. |

# Review Comments Spreadsheet

## City of Toronto Comments

### \* Actions:

- 1 = Will comply
- 2 = Discuss, clarification required
- 3 = Not applicable because .....

### \*\* Status:

- O = Open, not resolved
- P = Pending incorporation in design
- C = Closed, implementation complete



| Project Name: Ontario Line Air Quality Environmental Conditions Report |                                                           |                                                                    |                                                                          | Revised By: TEO                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                |                              |                                                                         |
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| Project No:                                                            |                                                           |                                                                    |                                                                          | Date In: August 4, 2020                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                |                              |                                                                         |
| Draft Environmental Reports                                            |                                                           |                                                                    |                                                                          | Date Out: September 15, 2020                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                |                              |                                                                         |
| Item No.                                                               | Reviewer Name                                             | Report Name                                                        | Part, Chapter, Sec, Subsec, page, DWG#                                   | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Response & Details (Authors -)                                                                                                                                                                                                                                                                                                                                 | Status O / P / C* (Reviewer) | Follow-up Comments (Reviewer)                                           |
| 1                                                                      | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Executive Summary, Table E-1<br>Table 5-1 Summary of Existing Conditions | There appears to be a typo in the column titled "Representative Ambient Monitored CAC Concentrations". Clarify if Ontario Line South and North should be corrected to say "Same monitored levels as Ontario Line West".                                                                                                                                                                                                                                                              | Table E-1 and Table 5-1 will be reviewed and typos will be corrected.                                                                                                                                                                                                                                                                                          | P                            | Pending verification of updated report Environmental Conditions Report. |
| 2                                                                      | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Section 2.1 Study Area and Representative Receptors                      | Potential receptor WCR20 identified in the Ontario Line West Study Area and receptor SCR12 in the Ontario Line South Study Area appear to be the same. Please verify and either:<br>1) remove one of the mentions if they are inadvertently duplicated, or;<br>2) clarify if this receptor is intentionally counted twice, e.g. is the author considering a potential scenario where this receptor is expecting to receive emissions impacts from both Study Areas at the same time? | Location of WCR20 and SCR12 will be reviewed and either action 1) or 2) will be taken to correct or clarify.                                                                                                                                                                                                                                                   | P                            | Pending verification of updated report Environmental Conditions Report. |
| 3                                                                      | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 2-4 Summary of Applicable Guidelines and Standards                 | For parameters with different standards for 2020 and 2025, please confirm which set will be applicable to the project. It may be the case that construction emissions need to comply with 2020 standards and operational emissions need to be comply with 2025 standards.                                                                                                                                                                                                            | This will be considered as part of the impact assessment report preparation.                                                                                                                                                                                                                                                                                   | P                            | Pending inclusion in the Environmental Impact Assessment report.        |
| 4                                                                      | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 2-4 Summary of Applicable Guidelines and Standards                 | Please confirm that the 2015 PM <sub>2.5</sub> standard is not applicable to the project and only the 2020 standard will be considered.                                                                                                                                                                                                                                                                                                                                              | Confirmed, the 2020 standard will be applicable.                                                                                                                                                                                                                                                                                                               | C                            |                                                                         |
| 5                                                                      | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 2-5 Greenhouse Gas 100-year GWP                                    | IPCC Fourth Assessment Report (AR4) values for Global Warming Potential (GWP) are currently listed, which are outdated. Please reference IPCC AR5 values instead, e.g. 28 for Methane and 265 for Nitrous Oxide.<br><a href="https://www.ghgprotocol.org/sites/default/files/ghgp/Global-Warming-Potential-Values%20%28Feb%2016%202016%29_1.pdf">https://www.ghgprotocol.org/sites/default/files/ghgp/Global-Warming-Potential-Values%20%28Feb%2016%202016%29_1.pdf</a>              | Noted - IPCC AR5 values for Methane and Nitrous Oxide will be updated                                                                                                                                                                                                                                                                                          | P                            | Pending verification of updated report Environmental Conditions Report. |
| 6                                                                      | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 3-3 Comparison of Background Ambient Air Quality Data to Standards | Please clarify why the CAAQS 1-hour (2020) standard for NO <sub>2</sub> is not selected for this analysis. It is good practice to compare with the most stringent standard applicable.                                                                                                                                                                                                                                                                                               | Noted - CAAQS 1-hour (2020) standard for NO <sub>2</sub> will be included within Table 3-3.                                                                                                                                                                                                                                                                    | P                            | Pending verification of updated report Environmental Conditions Report. |
| 7                                                                      | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 3-3 Comparison of Background Ambient Air Quality Data to Standards | Please explain why the AAQC 1-hour SO <sub>2</sub> standard is 100, when Table 2-4 previously stated 690.                                                                                                                                                                                                                                                                                                                                                                            | Table 2-4 will be updated for clarity. There are proposed SO <sub>2</sub> standards as per MECP document:<br><a href="https://prod-environmental-registry.s3.amazonaws.com/2018-03/SO2%20Decision%20Document%20%28March%202018%29_0.pdf">https://prod-environmental-registry.s3.amazonaws.com/2018-03/SO2%20Decision%20Document%20%28March%202018%29_0.pdf</a> | P                            | Pending verification of updated report Environmental Conditions Report. |
| 8                                                                      |                                                           |                                                                    |                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                |                              |                                                                         |
| 9                                                                      |                                                           |                                                                    |                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                |                              |                                                                         |
| 10                                                                     |                                                           |                                                                    |                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                |                              |                                                                         |
| 11                                                                     |                                                           |                                                                    |                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                |                              |                                                                         |
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# Review Comments Spreadsheet

## City of Toronto Comments

### \* Actions:

- 1 = Will comply
- 2 = Discuss, clarification required
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### \*\* Status:

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Project Name: Ontario Line Environmental Conditions Report

Project No:

Revised By: TEO

Date In: August 4, 2020

Date Out: September 15, 2020


| Draft Environmental Reports |               |                                       |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                  |                              |                               |
|-----------------------------|---------------|---------------------------------------|----------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|------------------------------|-------------------------------|
| Item No.                    | Reviewer Name | Report Name                           | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | Response & Details (Authors - )                                                                  | Status O / P / C* (Reviewer) | Follow-up Comments (Reviewer) |
| 1                           | City Planning | Draft Environmental Conditions Report | General                                | This report is incomplete and will summarize the subject-matter-specific background reports including impacts, mitigation measures, monitoring protocols and future commitments when completed. Ensure that updates to the background reports made in response to our comments are also reflected in this report. All comments provided on the background reports also apply to this general report to the extent that they are applicable. City Planning will undertake a further review of this report when we receive a more completed draft. | Edits resulting from City Planning comments on the technical reports will be applied to the ECR. | P                            |                               |
| 2                           |               |                                       |                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                                                  |                              |                               |
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| Project Name: |               | Ontario Line Environmental Conditions Report |                                        | Revised By: TEO                                                                                                                                                                                                                             |                                           |                              |                               |
|---------------|---------------|----------------------------------------------|----------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------|------------------------------|-------------------------------|
| Project No:   |               |                                              |                                        | Date In: August 4, 2020                                                                                                                                                                                                                     |                                           |                              |                               |
|               |               | Draft Environmental Reports                  |                                        | Date Out: September 15, 2020                                                                                                                                                                                                                |                                           |                              |                               |
| Item No.      | Reviewer Name | Report Name                                  | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                              | Response & Details (Authors - )           | Status O / P / C* (Reviewer) | Follow-up Comments (Reviewer) |
| 1             | UF            |                                              | 5.2                                    | City of Toronto tree removal/injury permits shall be requested and obtained for trees regulated under Bylaw 813, 658 and 608                                                                                                                | This will be noted in the revised report. | C                            |                               |
| 2             | LAU           |                                              | General                                | Any impacts to City parkland as a result of this project requires complete coordination with Parks Capital's Construction schedule as outlined in PFR approved Capital budget. Schedule and duration of impacted park lands to be provided. | This will be noted in the revised report. | C                            |                               |
| 3             |               |                                              |                                        |                                                                                                                                                                                                                                             |                                           |                              |                               |
| 4             |               |                                              |                                        |                                                                                                                                                                                                                                             |                                           |                              |                               |
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| 15            |               |                                              |                                        |                                                                                                                                                                                                                                             |                                           |                              |                               |

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| Project Name: Ontario Line Traffic and Transportation Environmental Conditions Report |                     |               |                                        | Revised By: TEO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                |                              |                               |
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| Project No:                                                                           |                     |               |                                        | Date In: August 4, 2020                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                |                              |                               |
| Draft Environmental Reports                                                           |                     |               |                                        | Date Out: September 15, 2020                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                |                              |                               |
| Item No.                                                                              | Discipline          | Reviewer Name | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Actions 1 / 2 / 3 (Authors - ) | Status O / P / C* (Reviewer) | Follow-up Comments (Reviewer) |
| 1                                                                                     | S&CE-STR & SRVC PLN | llui-1        | OL_EC_Traffic                          | <p>Section 6.1 - Service headway information should reflect pre-pandemic levels. The most recent compilation can be found in the TTC's Service Summary located at <a href="https://www.ttc.ca/PDF/Transit_Planning/Service%20Summary_2020-03-29.pdf">https://www.ttc.ca/PDF/Transit_Planning/Service%20Summary_2020-03-29.pdf</a></p> <p>503 Kingston Rd – the service only operates during the daytime, Monday to Friday, every 9 to 10 minutes.</p> <p>504 King is indicated to operate every 5 to 9 minutes. During peak periods, 504 streetcars have a headway of every 2 to 3 minutes in the common portion between Dufferin Street and Sumach Street.</p> <p>511 Bathurst headway shown is reflective of bus operation. Service levels should reflect streetcar operation – streetcars operate every 7 to 8 minutes during peak periods.</p> <p>Page 57 – Route 121 Fort York-Esplanade is missing and should be included, as it serves Ontario Place and Fort York Boulevard</p> <p>Page 57 – the 29 Dufferin alignment does not show the seasonal extension into Exhibition Place</p> <p>Page 57 – the 504B branch on Dufferin, south of King, is not shown</p> <p>Page 57 – Remove route 502 Downtowner.</p> <p>Section 6.1.2 – Review service headways based on Service Summary, show combined headways where applicable</p> <p>506 Carlton – service levels should reflect streetcar service (see Service Summary)</p> <p>Page 61 – Routing for 504 King is incorrect. Should be via Broadview in both directions.</p> <p>Page 61 – Route 505 Dundas should be included on the map and description, as there is an intention to connect this service with the Ontario Line</p> <p>Page 61 – 72B Pape branch not shown on map</p> <p>Page 61 – Route 121 not shown on map</p> <p>Page 61 – Remove route 502 Downtowner</p> | All TTC service headway information has been updated based on the latest TTC Service Summary document. The missing transit routes (121 and 505) were added. Route #29, #72B, and #504 were updated on the figure.                                                                                                                                                                                                                                                                                    | 1                              | C                            |                               |
| 2                                                                                     | S&CE-STR & SRVC PLN | tpitman-1     | Appendix D and E                       | In the Synchro calculations, the Bus Blockages based on streetcars should have double the number of vehicles per hour because streetcars are blocking both the curb and median lanes while serving stops in mixed traffic. The exception would be at locations where there is a platform between the curb median lanes for streetcar customers.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | This was accounted for by applying the number of streetcar stops per hour to the whole approach/lane group as opposed to applying the blockage to the curb lane only. This was also noted in Section 2.2.2 of the Existing Conditions Report as follows: "Buses stopping at the nearside of an intersection were reflected in Synchro as bus blockages for the curb lane. Streetcars stopping at the nearside of an intersection were reflected in Synchro as bus blockages for the whole approach." | 3                              | C                            |                               |
| 3                                                                                     | S&CE-STR & SRVC PLN | tpitman-2     | Appendix D and E                       | <p>It should be noted that the PST at some streetcar stops can be lengthy and the Bus Blockages factor may underestimate resulting delays.</p> <p>For the low-floor streetcars, 14.4 seconds is about the minimum PST that would occur due to longer door cycle times. In the peak hours around the downtown area, PST on crowded streetcars would certainly be much longer.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>The Bus Blockage assumes an average blockage of 14.4 seconds at each occurrence and the Saturation Flow Rate of the respective movements are reduced accordingly. This will be added to the assumptions in Section 2.2.2 of the Existing Conditions Report and that any streetcar stop with a Passenger Servicing Time (PST) exceeding 14.4 seconds could have its impacts on traffic underestimated in this report.</p>                                                                          | 1                              | O                            |                               |
| 4                                                                                     | S&CE-STR & SRVC PLN | tpitman-3     | Appendix D and E                       | How are 5 second Leading Pedestrian Intervals (LPI) at some of the intersections being represented in the Synchro analysis?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | The LPI were accounted for by adding 5-second advanced pedestrian phases                                                                                                                                                                                                                                                                                                                                                                                                                             | 1                              | P                            |                               |

| Item No. | Discipline          | Reviewer Name | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment                                                                                                                                                                                                                                                                                                                                                                                                                                 | Response & Details (Authors - )                                                                                                                                                                                                                                                                                                                                                                                                             | Actions 1 / 2 / 3 (Authors - ) | Status O / P / C* (Reviewer) | Follow-up Comments (Reviewer) |
|----------|---------------------|---------------|----------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|------------------------------|-------------------------------|
| 5        | S&CE-STR & SRVC PLN | tpitman-4     | Appendix D and E                       | Some locations have lane widths listed as 3.6m or 3.5m. Many locations in reality have narrower lanes, and using lane widths of 3.5 to 3.6 will inflate the modelled capacity.                                                                                                                                                                                                                                                                 | Given the unavailability of accurate lane width information for all streets within the study area, values of 3.5m or 3.6m were used. A sensitivity analysis was conducted and it was found that reducing a lane width by 0.2m would result in reducing the vehicular capacity by approximately 12 vehicles/hour/lane. This is expected to have a minor impact on the estimated lane/intersection capacity, in general.                      | 3                              | C                            |                               |
| 6        | S&CE-STR & SRVC PLN | tpitman-5     | Appendix D, Page 4                     | The WB direction at Queen and St Patrick should include Bus Blockages as there is a streetcar stop at this location.                                                                                                                                                                                                                                                                                                                           | Noted, Bus Blockages at the WB approach to the Queen Street and St Patrick Street intersection were missing from the AM peak hour model. They will be input based on the scheduled number of stops per hour. The traffic operations results will be updated in the report.                                                                                                                                                                  | 1                              | P                            |                               |
| 7        | S&CE-STR & SRVC PLN | tpitman-6     | Appendix F and G                       | The TLOS at the segment level does not seem to be broken down by direction of travel or for AM vs. PM. Is there no differentiation for the peak direction of travel?                                                                                                                                                                                                                                                                           | Correct. TLOS at the segment level is dependent on the transit facility type (e.g., mixed traffic, segregated right-of-way, etc.) and on the presence and friction from mid-block driveways. It was assumed that both directions along the studied corridors have the same transit facility and friction level from driveways. Hence, the TLOS at the segment level was not broken down by direction of travel or by peak hour.             | 3                              | O                            |                               |
|          |                     |               |                                        | It appears in the Appendix G tables the ratio of Transit Speed to Posted Speed may be used for the TLOS segment calculation. What is the source for the Transit Speed? Are the TLOS ratings accounting for congestion on the segments?                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                |                              |                               |
| 8        | S&CE-STR & SRVC PLN | tpitman-7     | Appendix F and G                       | Is the TLOS at intersections is derived from the Synchro calculations of delay for automobile traffic applied to a table from the MMLOS Report. If so, it should be noted for intersections with transit signal priority that the impact of the TSP is not being factored into the assessment of the TLOS.                                                                                                                                     | Correct, as noted in Section 2.2.4.1 of the Existing Conditions Report "Average signal delay for transit vehicles is considered to be equal to the average vehicular delay obtained as one of the outputs of the Synchro modelling analysis." A statement will be added to note that the impact of TSP is not being factored into the assessment                                                                                            | 1                              | P                            |                               |
| 9        | S&CE-STR & SRVC PLN | tpitman-8     | Table 5-1                              | I am surprised at some of the LOS results at certain locations (e.g. LOS A on Queen St locations from St Patrick to Portland in the peak direction of travel).                                                                                                                                                                                                                                                                                 | Operational analyses were based on information (i.e. traffic counts) obtained from the City. The turning movement counts along the noted Queen Street section show relatively low traffic volumes from the crossing streets. In addition, Queen Street traffic (heaviest flow) does not exceed capacity of the eastbound and westbound approaches. This explains the good level of service results along the noted section of Queen Street. | 3                              | O                            |                               |
|          |                     |               |                                        | The TMCs would not show approaches over capacity due to the nature of the counts. However, counts could be at capacity and still have excess demand or falsely appear under capacity due to downstream queues backing up and/or streetcars serving stops nearside of the intersection. I don't think the consultant could easily resolve this issue, but seeing LOS A downtown on Queen St in the peak hour raises some concern about results. |                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                |                              |                               |

**From:** [Josh Vandezande](#)

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: statement

Hi [REDACTED],

We were glad for the opportunity to meet with the LSE CAC again and appreciated the feedback on both projects. The conversation continues!

Thank you for the statement and we look forward to receiving the updated OL questions document. We are working on the minutes but it might make sense to include the updated questions document as well. We'll wait to hear from you. There were also some follow-up items that Carmen and my team are working on pulling together.

Virtual sessions with the community are planned for November. As soon as we have firm dates, we will let you know.

Have a good week,  
Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

**From:** [REDACTED]

**Sent:** Wednesday, October 14, 2020 11:17 AM

**To:** Josh Vandezande <Josh.Vandezande@metrolinx.com>

**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** Fwd: statement

Morning Josh: Our CAC wanted to thank everyone at Metrolinx again for staying later than planned to answer our questions.

I think, going forward, we learned that during this busy period when there is much activity

on both OnCorr and OL projects - we should hold 2 separate meetings. We were trying to save everyone's time, especially around the Thanksgiving weekend, but we barely touched on many of the important issues on each major rail project on the LSE. Lesson learned.

I'm forwarding our *CAC Community Statement on the Ontario Line* below to be included in the Minutes and eventually the ECR Correspondence when we finalize the Minutes.

We are going to review our document "*LSE\_ECR\_Questions*," and will send you an updated version from last night, to send around to the Teams to answer. Wherever possible, we would like the Teams to address our questions, as we are looking to understand the underlying data/methodologies that are behind the Conditions.

I'm hoping to get this document updated and to you before the end of the week.

One follow up question for you - when are you coming to do community consultations here? This was supposed to happen in August - what is the timing on this now, our community wants to know. Can you confirm the plan for our neighbourhood?

Thank you again for putting in the extra time for our community.

[REDACTED]  
LSE CAC

----- Forwarded message -----

From: [REDACTED]  
Date: Tue, Oct 13, 2020 at 8:30 PM  
Subject: statement  
To: [REDACTED]

### *CAC Community Statement on the Ontario Line - Oct. 13, 2020*

Our elected representatives and other members of the CAC are going to ask specific questions about the plan you have put forward for the Ontario Line between the Don River and Gerrard Street this evening.

Before we get into these specifics, we want to be on the record that we object to the entire premise of the Ontario Line plan for our community. You have been told many times by our CAC and feedback from our community, that we do not want this section of the Ontario Line to go above ground along the rail corridor, because of the devastating impacts it will have on us, our families and our community. We don't believe that your consultation process has had any impact since you have not done the due diligence necessary with detailed comparisons of alternative alignments on this section in your draft 'Env. Conditions Report.' Without this information the entire ECR is biased in favour of the one plan outlined in the Business Case, nor have you convinced us that this is the best plan for our neighbourhood. We continue to believe that this 2 km section should be built underground and we are extremely disappointed that you have not complied with the Toronto City Council Executive motion Ex 9.1 - 20 from October 2019 that asked Metrolinx to consider options for constructing "portions of the Ontario Line underground where local impacts cannot be reasonably managed."

We say again, that Metrolinx needs to do an unbiased, comprehensive comparison of the costs and implications to the community of putting this two kilometer section underground. Without that comparison, we will never be convinced that the plan to run the Ontario Line along the rail corridor is what is best for our neighbourhood. We are a transit community, we believe in transit, we are



your ridership, and we support an Ontario Line built right.

So, given that preamble, note that the comments and questions from our CAC members are made under this protest, we can now proceed with the ECR as it is currently drafted.

**From:** [REDACTED]

**Sent:** October 13, 2020 4:11 PM

**To:** Josh Vandezande <Josh.Vandezande@metrolinx.com>

**Cc:** Ontario Line <ontarioline@metrolinx.com>; [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

councillor\_fletcher@toronto.ca; KaufmanR@ndp.on.ca; Nicolas Valverde  
<nicolas.valverde@toronto.ca>; rishab.mehan2@toronto.ca; Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; [REDACTED]

**Subject:** Re: Agenda for Tuesday, Oct. 13th, 7pm to 9pm - Lakeshore East Community Advisory Committee and Metrolinx Update & Review of OnCorr & Ontario Line projects

Hi Josh - Thank you for the final update. Looks like a big group! See you online.

[REDACTED]

On Tue, Oct 13, 2020 at 3:50 PM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED]

The final materials are available for download at [REDACTED]. As noted, the OL materials are mostly for reference only. We will only do a brief presentation of some of the initial slides to save as much time as possible for your questions.

Metrolinx confirmed attendees:

Malcolm MacKay, OL Sponsor

Carrie Sheaffer and James Francis, Environmental Programs

Andre Marois and/or Nima Nouri, OL Early Works

Pam Foster and/or Susan Lin, OL Property Team

Michael Tham and Damien Forbes, OL Technical Team

Josh Vandezande and Simon Granat, OL Community Relations

Franca Di Giovanni, Director, Community Relations – Toronto

Georgina Collymore and Carmen Rapiti, Community Relations – Lakeshore East

Shelley Persaud, GO Expansion Sponsor

Siricius Augustin, GO Expansion Early Works

Houtan Moravej, GO Expansion Project Manager

Leila Sotoudeh, GO Expansion, Environmental Project Manager

Other MX attendees may be added. Representatives from the City of Toronto's Transit

Expansion Office and TTC may also attend.

Let us know if you have any questions.

Josh

---

**From:** Josh Vandezande

**Sent:** Monday, October 12, 2020 3:19 PM

**To:** [REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [REDACTED]

[REDACTED] [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca);  
[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca); Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>;  
[rishab.mehan2@toronto.ca](mailto:rishab.mehan2@toronto.ca); Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>;  
[REDACTED]

**Subject:** RE: Agenda for Tuesday, Oct. 13th, 7pm to 9pm - Lakeshore East Community Advisory Committee and Metrolinx Update & Review of OnCorr & Ontario Line projects

Hi [REDACTED],

Thanks for the advance questions. Here is the link to the Microsoft Teams meeting and a call in number for those that prefer it. We'll be online at 6:30 in case anyone wants to sign in early and test their technology.

[REDACTED]

The Ontario Line advance materials are attached. The GO Expansion slides will follow tomorrow and we'll be walking through them in detail.

Enjoy your day.

Josh

---

**From:** [REDACTED]

**Sent:** Monday, October 12, 2020 11:37 AM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>

**Cc:** [REDACTED]

[REDACTED] [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca);  
[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca); Nicolas Valverde <[nicolas.valverde@toronto.ca](mailto:nicolas.valverde@toronto.ca)>;

[REDACTED] Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>

**Subject:** Agenda for Tuesday, Oct. 13th, 7pm to 9pm - Lakeshore East Community Advisory Committee and Metrolinx Update & Review of OnCorr & Ontario Line projects

Morning Josh: We haven't received any meeting materials from Metrolinx for our upcoming meeting tomorrow, **Tuesday, Oct. 13. from 7pm to 9pm.** We also haven't received the dial-in information and ask that you send it asap.

The CAC has briefly met this weekend and put together our Agenda for Tuesday evening. See attached. As we had previously requested, please have subject managers available at the meeting for our questions on the Ontario Line draft EC Report. More details on our questions are included in the Agenda, and our document, "*LSE\_CAC\_ECR\_Questions for Feedback\_V.1.*" We submit this document to Metrolinx for further answers to our questions on the draft EC Report, beyond this meeting, and will use it to track and follow up on our questions.

We look forward to your timely response.

Sincerely,

[REDACTED]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [REDACTED]  
**Sent:** October 9, 2020 9:55 AM  
**To:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Cc:** Ontario Line <ontarioline@metrolinx.com> [REDACTED]  
**Subject:** Re: ECR - Where is correspondence from our CAC?

Hi Josh: Thank you for following up on this for us and ensuring our Minutes will be included. We would like the Minutes from our Oct. 13th meeting included as well, after we go through the process of finalizing them together.

I would like to point out that the Correspondence binder is full of individuals all along the route mostly complaining about either not getting a notice of drilling in their areas from Metrolinx, or complaining about the behaviour of the contractors performing the work. However, there are only a couple of these emails from our area, when we've seen many more and sent many more like this your way, especially the emails regarding the pink paint all over Wardell/Degrassi. We would like these included as a matter of public record - which speak to Metrolinx needing better communication processes with our communities and oversight over their contractors especially considering the major work ahead.

I will reach out to our community and put together a bundle of emails to be included in the Appendix C3.  
Please let me know if there is a deadline for receipt of this information.

Also, we are waiting to receive your Agenda items for our Tuesday meeting today - and note that Thanksgiving is Monday, so it is our expectation that we would get it today to review it over the long weekend and not on the same day of our meeting.

TGIF  
[REDACTED]

On Fri, Oct 9, 2020 at 9:00 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED]  
Sorry for the delay.  
The email to setup our meeting is not considered transactional because it is a record of the fact that we would be having a discussion of the then-proposed EA process for the Ontario Line. I've confirmed with the Environmental team that the presentation and minutes were inadvertently omitted but will be included in the final report. They are also posted on the Lakeshore East GO Expansion page.

Any emails received over the last year regarding geotechnical work would not already be

included in Appendix C3 because they do not pertain to Project consultation. However, please forward me any messages that the LSE CAC would like to have considered as part of the ECR and I will pass them on to the Environmental team for inclusion in the final report.

I am hoping to be able to send you meeting materials tomorrow but it might be Tuesday morning. All of the Ontario Line material we will be reviewing is already on our website.

Hope you have a good weekend.

Josh

**From:** [REDACTED]  
**Sent:** Monday, October 05, 2020 8:24 AM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; [REDACTED]  
[REDACTED]  
**Subject:** Re: ECR - Where is correspondence from our CAC?

Hi Josh: There is one email from the CAC included in the binder, and it confirms notice of our meeting. It is transactional. Nothing about the contents of our meeting, like our Minutes, or any issues we have been raising with Metrolinx since our first Ontario Line meeting last November. ALL our Minutes should be included, especially the Minutes of our May 23 meeting, along with our many email exchanges about the contractors doing work around our area and neighbourhood complaints this past summer. These are public and relevant issues raised with Metrolinx by our community and should be on the public record. I note from our Terms of Reference, all our meeting Minutes should be public and posted on the Metrolinx website.

I can forward you the correspondence that should be included.

[REDACTED]

On Mon., Oct. 5, 2020, 8:03 a.m. Josh Vandezande, <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED],  
A couple of our past email exchanges have been included – see page 426 of the electronic version – but not all of the correspondence is included if it is determined to be transactional in nature or outside the scope of the assessment. I will review my inbox and make sure that the EPA team has all the relevant communication so it can be included in the final ECR.

Josh

**From:** [REDACTED]  
**Sent:** Thursday, October 01, 2020 1:51 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Ontario Line



[<ontarioline@metrolinx.com>](mailto:ontarioline@metrolinx.com)

**Cc:** [REDACTED]

**Subject:** ECR - Where is correspondence from our CAC?

Hi Josh: I'm just going through the Appendices for Correspondence & Communication and I don't see anything from our LSE CAC meetings and emails with Metrolinx on the Ontario Line at all?

Can you point to where it is, and if not, why is it not part of this ECR public record?

Thank you.

[REDACTED]

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**From:** [REDACTED]

**Sent:** Tuesday, October 06, 2020 1:01 PM

**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>

**Subject:** Copies of of USRC TPAP Air Quality Assessment and Go Schedules used.

Hi Josh:

Can you get me copies or point me to where this information is located in the draft ECR please??

Page 152 of the main report uses these schedules and USRC TPAP Air Quality Assessment as data. We'd like to review the data set.

Thank you!

Two GO Train rail routes were included within the Ontario Line South Study Area: the Lakeshore East GO line, Richmond Hill GO line and Stouffville GO line. Train data gathered from the GO Transit<sup>5</sup> website was used to determine the number of rail trips per day along the two Lines. Input from the Metrolinx, "Union Station Rail Corridor East Enhancements Transit Project Assessment Process Air Quality Assessment" report for non-revenue rail trips along all three corridors was also included. It is important to note that adjusted operations were in place during the assessment of the rail lines; it was assumed that adjusted routes made by busses would represent GO train rail trips.

[REDACTED]

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From: [REDACTED]

Sent: September 30, 2020 10:52 AM

To: Josh Vandezande <Josh.Vandezande@metrolinx.com>; Ontario Line  
<ontarioline@metrolinx.com>; Carmen Rapati <Carmen.Rapati@metrolinx.com>; [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Bradford <Councillor\_Bradford@toronto.ca>; rishab.mehan2@toronto.ca; KaufmanR@ndp.on.ca  
<KaufmanR@ndp.on.ca>; Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Nicolas Valverde  
<nicolas.valverde@toronto.ca>; Councillor Fletcher <councillor\_fletcher@toronto.ca>

Subject: Confirming Date/Time for CAC Meeting with Metrolinx - Oct. 13, 7 to 9pm

Good Morning Everyone:

Our LSE Community Advisory Committee can confirm, **Tuesday, October 13th from 7 to 9pm** as our next update meeting with Metrolinx on the Lakeshore East Corridor.

We will be working on an Agenda that will begin with updates to the **OnCorr** project first, so members and officials from east of Pape/Gerrard may wish to drop off after that. We will then review & discuss the newly released *Environmental Conditions Report* and the route and station details on the **Ontario Line** with remaining members and officials.

We have requested that Team Leads from Metrolinx be present on the call to answer our community questions.

Agenda and call in information to follow.

Many thanks everyone.

[REDACTED]

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Josh Vandezande](#)  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line update

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Hi [REDACTED]

Does Wednesday, October 7 work for a meeting? You mentioned 7-9pm is the timeslot that works best. Please confirm.

At this point we suggest proceeding with a combined Ontario Line / OnCorr meeting so we can provide a timely update on both projects, with the understanding that follow-up meetings may be required. Recognizing that not everyone may want the deep dive on the Ontario Line ECR, we could have the OnCorr update first and some people could sign off.

Alternate dates: October 6 or 9.

We will provide materials in advance.

Josh

**From:** [REDACTED]  
**Sent:** Monday, September 21, 2020 11:21 AM  
**To:** Josh Vandezande  
**Cc:** [REDACTED]  
Ontario Line  
**Subject:** Re: Ontario Line update

Josh, please note that we want to meet with Metrolinx **after** the release of our section of track information and also giving us time to digest this as a group. So given the release is towards the end of this month, then a few weeks after that.

On Mon, Sep 21, 2020 at 10:40 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

We're having them printed just for you and the printer will have to ship them to us. I can likely get you a copy of just the report by tomorrow if that's helpful.

We'll ensure there is appropriate representation from our EA team on the meeting.

**From:** [REDACTED]  
**Sent:** Monday, September 21, 2020 10:22 AM  
**To:** Josh Vandezande  
**Cc:** [REDACTED]; [bb.bertazzon@rogers.com](mailto:bb.bertazzon@rogers.com); Dina Waik; Rachel Ironstone; Lisa Drew; TorontoEast; Ontario Line  
**Subject:** Re: Ontario Line update

Hi Josh: I'm hoping to get a copy earlier than Friday. Can I come and pick one up

today or tomorrow?

Additionally, we'd like to request that Metrolinx provide one of the Ontario Line Noise and Vibration Team member(s) who worked on the N&V study to be on our call. We will have many questions about this section and need to understand what the numbers mean and how the offered 'mitigations' will affect these readings and who decides how these mitigations are applied and where.

Please note that our current membership for the OnCorr/RER is primarily concerned with the section of track east of Pape heading to Beaches area. We don't need to discuss other work that is happening in the Don Valley or further east from the Victoria Park area.

I can meet you somewhere today if possible to pick up a copy? Let me know.

Thanks so much.

[REDACTED]

On Mon, Sep 21, 2020 at 9:42 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED],

I should have one hard copy of the report and one hard copy of the report plus all appendices for you by Friday of this week. I can meet you at Jimmie Simpson to do the hand off. How about 1pm on Friday?

The information will be posted on our public website and we will be emailing a set of materials to the LSE CAC in advance of the meeting. We agree that two meetings is likely a preferable option. I am just waiting to hear back from Councillor Fletcher's office about timing of a preceding meeting and then we'll get you some options for dates.

Josh

**From:** [REDACTED]  
**Sent:** Friday, September 18, 2020 10:05 AM  
**To:** Josh Vandezande  
**Cc:** [REDACTED]

TorontoEast; Ontario Line

**Subject:** Re: Ontario Line update

Morning Josh: Thank you for further clarification. Understood.

How will Metrolinx be sharing this station information with our community? More details about this appreciated.

Depending on the amount of information Carmen has for OnCorr/RER, it may be best to do 2 CAC meetings, instead of one that is mostly Ontario Line updates.

Also, when do you think I can the copies of the draft ECR? I'd like to get those around to members ASAP. I can come and pick them up if its easier for you.

Thank you.

On Fri., Sep. 18, 2020, 9:05 a.m. Josh Vandezande, <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED],

Apologies, I should have said the general location of the stations is unchanged. There is more detailed information coming for your segment of the Ontario Line. As per my previous message, "Neighbourhood Updates and the latest information on the alignment and more details about station positions for your area will be shared before the end of the month."

I've attached a sample slide for King/Bathurst. Once that specific information is released for your area and the group has a few days to review it, we will have the meeting. I can give you a call to discuss later today if this is still unclear.

Thanks  
Josh

**From:** [REDACTED]

**Sent:** Thursday, September 17, 2020 6:40 PM

**To:** Josh Vandezande

**Cc:** [REDACTED]

**Subject:** Re: Ontario Line update

Hi Josh: Unchanged station locations? I'd like to point out that Metrolinx's pink dots on a pink line, one labeled 'Gerrard' and one 'Leslieville,' on a large white mostly blank space that is supposed to represent a map of the GTA- is not actually telling us where the stations are located.

Without this vital and specific information it doesn't seem like Metrolinx is interested in soliciting any meaningful input from our communities.

[REDACTED]

On Thu, Sep 17, 2020, 5:19 PM Josh Vandezande, <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED],

The alignment and general station locations are unchanged in your area and continue to

be available on our website [here](#).

Neighbourhood Updates and the latest information on the alignment and more details about station positions for your area will be shared before the end of the month and we'll setup the meeting with your group soon after so you can get more information. A reminder that the ECR is just the preliminary environmental report on existing conditions. Details on impacts and mitigations will be part of the early works and environmental impact reports.

Hope this helps.

Sincerely,  
Josh

**From:** [REDACTED]  
**Sent:** Thursday, September 17, 2020 1:29 PM  
**To:** Josh Vandezande  
**Cc:** [REDACTED]  
[REDACTED] TorontoEast; Ontario Line  
**Subject:** Re: Ontario Line update

Hi Josh: When are you releasing the alignment of the route and station locations? This draft ECR outlines the 'conditions' of the Ontario Line on hundreds of pages, but without knowing what the alignment is and where the stations are - how can we comment on the potential impacts to our communities or the strategies taken by Metrolinx to mitigate them??

Thanks.

[REDACTED]

On Thu, Sep 17, 2020 at 11:24 AM Josh Vandezande  
<[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED],  
Nicole is hard to replace so no news there yet but we should have someone in place by the end of the month.

Carmen and I are going to figure out the best way to get you updated on both projects. Depending on how you want to structure the agenda, it might be better to do two meetings. We'll put a proposal together and come back to you. I have noted your preferred timeframe.

We'll use Microsoft Teams for the meeting and while I can't promise zero echoes, we've had lots of practice figuring out how to resolve them over the last couple months!

Talk soon,  
Josh



**From:** [REDACTED]  
**Sent:** Thursday, September 17, 2020 9:23 AM  
**To:** Josh Vandezande  
**Cc:** [REDACTED]  
[REDACTED]

**Subject:** Re: Ontario Line update

Morning Josh: Thanks for the update. We have all been wondering what the heck is happening, so this is welcome news.

Welcome also to Vanessa and Simon to the OL team. Can I ask who is replacing Nicole as the Supervisor while she is on Mat. leave?

Will we be getting an OnCorr/RER electrification update as well, or is this just Ontario Line?

We look forward to meeting up and reviewing the release of this new information with you virtually. I'm hoping we can use something other than the phone line we used last time - with many echo issues. Is it possible to have a video chat - like zoom or something Mx would approve of?

Please send me a few dates and times - but if you can ensure they are around 7-9pm time period that would be ideal. As you know, our membership has children back to school and this week has been very stressful and hectic for them. We would also appreciate some time to review the Draft Environmental Conditions Report you are releasing today.

Many thanks.  
[REDACTED]

On Thu, Sep 17, 2020 at 8:28 AM Josh Vandezande  
<[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED]

Today, Metrolinx will be releasing the Ontario Line Environmental Conditions Report for public review and feedback. We will also be updating our website with the latest information for the public about procurement and project timelines. Over the coming weeks, we will be posting Neighbourhood Updates to share progress as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

The Ontario Line team would appreciate the opportunity to meet with again with the LSE CAC. We know it has been too long since our last meeting and we appreciate your patience. In addition to a discussion of the ECR, we can review updated information that will be posted for the joint corridor/Riverside/Leslieville area towards the end of the month. I'll get in touch with you with some proposed dates soon. I also want to coordinate with Carmen as I know their team has an update for you.

In the meantime, please encourage your community to visit our [website](#) to learn about and provide feedback on the Environmental Conditions Report and other Ontario Line details. We will be sending you updates and issuing our e-newsletter as new information is posted. This round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We will be promoting the opportunity through outreach on print and social media, our websites, e-newsletter and a mailing to residents and businesses within 500m of the alignment.

Finally, I wanted to take this opportunity to e-introduce you to Vannesa Cheng and Simon Granat who have joined the Ontario Line Community Relations Team. Simon will be the LSE CAC contact, working with Carmen. For consistency and to keep things easy for the community, the Ontario Line team all works from the one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). I'm not going anywhere but wanted you to get to know a couple more people who will be supporting you. We will have to find time to meet up in the park again, while it's still nice out!

We look forward to connecting with you soon.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

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**Re: 3rd night of Construction on line in Jimmie Simpson park**

1 message

Fri, Sep 4, 2020 at 12:03 PM

To: TorontoEast <TorontoEast@metrolinx.com>

Cc: Josh Vandezande <Josh.Vandezande@metrolinx.com>, Ontario Line <ontarioline@metrolinx.com>

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Hi [REDACTED]. We understand that repairs need to happen. However, this work happened over 4 nights along a stretch of track next to homes, not one spot, and no one bothered to alert our community? I don't understand how this happens? This not being the first time.

What if there is some kind of gas leak or emergency procedure that the neighbourhood must know about? What happens then, is there a procedure to follow? Our neighbourhood is deeply frustrated by the lack of communication on this overnight work.

Thank you.

[REDACTED]

On Fri, Sep 4, 2020, 11:53 AM TorontoEast, <TorontoEast@metrolinx.com> wrote:

Hi [REDACTED],

Emergency unplanned maintenance work was done to correct a series of defects. This work was done immediately after the defects were discovered in order to uphold our stringent safety standards for train operations. The work needed to be completed overnight when it is safe to access the corridor. [REDACTED] the work is now complete.

Nicole is now on maternity leave. Please continue to use me and the Ontario Line team, as your contacts for any questions/concerns.

Regards,

**Carmen Rapati**

Community Relations & Issues Specialist

Toronto East

Metrolinx | 10 Bay Street | Toronto | Ontario | M5J 1E6

[torontoeast@metrolinx.com](mailto:torontoeast@metrolinx.com)

To sign up and receive our Toronto East enewsletter, [click here](#).

**From:** [REDACTED]

**Sent:** Thursday, September 03, 2020 7:41 AM

**To:** Josh Vandezande; Nicole Panchal

**Subject:** 3rd night of Construction on line in Jimmie Simpson park

Morning Josh: Rail work is happening on our section of track in the middle of the night, 3rd night awake at 3am onward on Jimmie Simpson park across from Colgate.. getting emails from neighbourhood.

What's going on and no notice?

[REDACTED]

[REDACTED]

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**From:** [Josh Vandezande](#)  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Ontario Line engagement update

---

Hi [REDACTED]

Unfortunately I don't have much of an update yet. We're still working on finalizing things and I should be able to share timelines soon.

Apologies for the extended delay.

Josh

**From:** [REDACTED]  
**Sent:** Wednesday, August 12, 2020 10:44 AM  
**To:** Josh Vandezande  
**Cc:** [REDACTED]  
**Subject:** Re: Ontario Line engagement update

Hi Josh: I'm checking in to see if you have a firmer timeline for OL community engagement, Enviro Impact Assessment Report release and upcoming meetings with our CAC?

Hope you have managed to have a bit of break this summer?

Sincerely,

[REDACTED]

On Mon., Jul. 20, 2020, 8:16 a.m. Josh Vandezande, <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED]

We are working on getting the environmental reports and other updates ready. As soon as we have a firm timeline for release, we will let you know.

As you know, the environmental process includes several reports. Each report includes a 30-day public comment period and followed by a final report that includes consultation details and feedback received, prior to any work beginning. Here are the reports you can expect to see in the next few months:

- Environmental Conditions Report (for the entire line) – a description of existing environmental conditions, a preliminary description of potential impacts the Project may have on the environment and a description of studies that will be carried out as part of the Environmental Impact Assessment Report/Early Works Report. To be released in July/August.

- Early Works Report (for areas where early works will be undertaken prior to the beginning of the main P3 contracts, including Riverside) - a description of the early works, local environmental conditions, and an outline of anticipated Early Works-specific environmental impacts (including noise and vibration), mitigation measures, monitoring activities, and potentially required permits and approvals. To be released in July – September.

Once released, feedback will be collected through the website, email and phone. We will also have regular meetings with the LSE CAC and other community groups to discuss these reports and other information about progress on the Ontario Line.

The Environmental Impact Assessment Report (for the entire line) a description of scope of work, local environmental conditions, anticipated environmental impacts, mitigation measures, monitoring activities, and potentially required permits and approvals. Feedback will be collected on line as with the above and we're hopeful that smaller in-person meetings are also possible by that time. To be released later in 2021.

The balance of what you said is correct.

Thanks for following up. I hope this helps.

Josh

**From:** [REDACTED]  
**Sent:** Friday, July 17, 2020 9:26 AM  
**To:** Josh Vandezande  
**Cc:** [REDACTED]  
**Subject:** Re: Ontario Line engagement update

Hi Josh: I appreciate your attempts to answer our questions, but I confess I'm even more confused as to when information will be shared, and when you are asking the community for feedback on it.

Q 1: Is the updated Noise and Vibration Report included in the Environmental Impact Assessment Report??

Q 2: If not, when will this studies be released?

Q 3: At our last meeting in May, there were to be specific community presentations on this N&V report, this summer, is this still planned?

Do I have your information correct?

1. In a few weeks from now we will be getting from Metrolinx the following information, and we will be able to give feedback and ask questions on the Mx Engage website/Mx email/ phone line:

- More details about the alignment, or route, of the line

- Stations locations and some initial design concepts
- A report on existing environmental conditions
- Procurement activities and anticipated construction timelines.

2. September, the EA Reports are released and we have 30 days to give feedback on them - not sure at this point where to give feedback or how?

3. Most feedback questions will be answered by Metrolinx and the project teams will take it into consideration with other factors.

4. Public engagement will continue through the Fall. No date for the Mx Community Offices opening.

Is this basically correct?

Thank you.

[REDACTED]

On Fri, Jul 17, 2020 at 7:39 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED] I've updated my original message to you with some more information to address your questions. Note that while we don't have an exact start date yet due to the need to get everything ready online and complete elected official briefings prior to public engagement, the only fixed timeframe for consultation is for the various environmental reports which have a prescribed timeline for public comment (30 days) followed by an issues resolution process. The rest of the engagement will be ongoing and we'll notify people as new information is available.

Planning for the Ontario Line subway project is continuing, including gathering information to refine the design and engineering plans, procurement planning, due diligence work and conducting environmental studies. We recognize that people have specific questions and the work currently underway will help us provide detailed answers. We're still working out the exact start date but here's some information about what people can expect.

Beginning in late July/early August and continuing through the fall, Metrolinx will be



sharing the latest information about the project on [Metrolinx Engage](#) for public input and feedback, including:

- More details about the alignment, or route, of the line
- Stations locations and some initial design concepts
- A report on existing environmental conditions
- Reports on anticipated environmental impact and recommended mitigations (September)
- Procurement activities and anticipated construction timelines.

There will be a range of ways to provide feedback:

- online public comment forums on Metrolinx Engage, where Metrolinx staff post responses to all questions (responses within 3-5 business days)
- direct email to [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) (responses within 24 hours to 10 days, depending on volume and complexity of questions)
- phone calls to 416-212-5100, and
- community group meetings.

All feedback is shared with the project team and they consider it alongside factors like overall passenger experience, cost and technical feasibility as we continue to advance the project. We will regularly share updates on what we heard through public engagement, as we did in the [REDACTED] following the initial public engagements in early 2020. We are also adding a list of frequently asked questions (and answers) to the website and will be updating it regularly as new themes emerge. It is important to note that answers to specific questions may not be immediately available, depending on the state of the design and engineering work or other inputs such as geotechnical investigations or environmental reports which are still in progress.

Concerns regarding the environmental reports, received during the 30-day public review period that follows the public notice and release of the report, will be:

- Considered by Metrolinx who will attempt to resolve them in a way that does not cause unreasonable delay to the implementation of the Ontario Line Project, particularly if there is a potential for a negative impact on:
  - a matter of provincial importance that relates to the natural environment;
  - a matter of provincial importance that has cultural heritage value or interest; or
  - the existing aboriginal or treaty rights of the aboriginal peoples of

Canada.

- Documented in the consultation record for the project and included in the final environmental reports.

Once launched, engagement will be ongoing. Participation will be promoted through elected officials, community groups and broadly on social and mainstream media. To protect public health, information will be shared through project websites and virtual meetings which will include several different ways for people to provide feedback and ask questions.

In the meantime, the Ontario Line Community Relations Team is the conduit for information and dialogue:

- Email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)
- Phone: 416-212-5100
- Community Offices (opening once public health conditions allow and renovations are complete).

We will send you an update once we know when information is ready to be shared and will suggest some dates for a next meeting with your group.

[Let me know if you have any questions.](#)

Josh

**From:** [REDACTED]  
**Sent:** Wednesday, July 15, 2020 3:46 PM  
**To:** Josh Vandezande  
**Cc:** [REDACTED]  
**Subject:** Re: Ontario Line engagement update

Hi Josh: Thank you for this information. Can you please answer these questions for us before Monday's community meeting?

1. Specific dates online community consultations will start and finish?
2. Specific platforms or apps being used? Facebook? Twitter?
3. Can a person give feedback more than once and on different topics?
4. Will the community's questions be given answers from Mx?
3. How will feedback be used by Metrolinx?
  - A. Will feedback change design plans?
4. Will Metrolinx be sharing the feedback with the community?

Many thanks!

On Wed., Jul. 15, 2020, 3:01 p.m. Josh Vandezande,  
<[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED],

Planning for the Ontario Line subway project is continuing, including gathering information to refine the design and engineering plans, procurement planning, due diligence work and conducting environmental studies. We recognize that people have specific questions and the work currently underway will help us provide detailed answers. We're still working out the exact start date but here's some information about what people can expect.

Beginning in late July/early August and continuing through the fall, Metrolinx will be sharing the latest information about the project for public input and feedback, including:

- More details about the alignment, or route, of the line
- Stations locations and some initial design concepts
- A report on existing environmental conditions
- Reports on anticipated environmental impact and recommended mitigations (September)
- Procurement activities and anticipated construction timelines.

Once launched, engagement will be ongoing. Participation will be promoted through elected officials, community groups and broadly on social and mainstream media. To protect public health, information will be shared through project websites and virtual meetings which will include several different ways for people to provide feedback and ask questions.

In the meantime, the Ontario Line Community Relations Team is the conduit for information and dialogue:

- Email: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)
- Phone: 416-212-5100
- Community Offices (opening once public health conditions allow and renovations are complete).

We will send you an update once we know when information is ready to be shared and will suggest some dates for a next meeting with your group.

Feel free to give me a call if you have any questions.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

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**From:** [Josh Vandezande](#)  
**To:** [REDACTED]  
**Subject:** an Ontario Line update  
**Attachments:** [image002.png](#)  
[REDACTED]

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Hi [REDACTED],

Thanks for your patience as we continue to refine our plans for the next round of engagement which has unfortunately been delayed a bit due to the challenges of COVID-19.

We are working towards sharing further information about the Ontario Line with the public in late July. As previously noted, engagement will be virtual with a variety of ways for people to learn about what's new and ask questions. We will be promoting this opportunity on social and mainstream media and will be collecting feedback throughout August so people will have lots of time to participate.

In advance of the public engagement, we will be providing update briefings to elected officials and key community groups, including the LSE CAC. I should be able to get back to you after July 6 with a couple proposed dates for the meeting. I have copied Carmen and Nicole as they are working towards an OnCorridor/GO Expansion update for you along the same timelines.

You asked about the environmental work for the Ontario Line. Current plans anticipate us releasing the Environmental Conditions Report - a description of existing environmental conditions, a preliminary description of potential impacts the Project may have on the environment and a description of studies that will be carried out as part of the Environmental Impact Assessment Report/Early Works Report - for the entire line in late July. I should have confirmation of timelines for the Early Works Environmental Report in the next couple weeks.

More information on the process can be found in the proposed [Ontario Line Environmental Assessment \(EA\) Regulation](#).

Finally, I have attached a notice about some further geotechnical work that started in your area today. Copies were delivered to nearby residents on Wednesday and we worked with the owner of Saulter Street Brewery to coordinate this work. There is also some drilling work planned within the corridor starting late next week and I will send you the notice for that on Monday.

I'm in meetings until 4:30 but happy to give you a call after that or Monday if you would like to chat.

Sincerely,  
Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



Dear Nicole:

Thank you for your phone call on Tuesday, Feb. 11. As indicated on our call, I am following up to clarify a few things based on the "On Corridor Public Consultation Briefing," presentation file dated February 6, 2020:

You mentioned over the phone that no RFP will be issued for the LSE Enabling Works and that contractors will be chosen and contracted individually per project, but the timeline on Page 18 shows the RFP coming out in 2020.

- Q1: Please confirm that the timeline provided is incorrect and that no RFP for Enabling Works will be issued.
- Q2: What is the new timing of the On Corridor works for LSE?
- Q3: Will track clearing begin in Spring 2021, as indicated on the timeline?

Slide 11, "Go Rail Network Electrification," indicates Metrolinx is "proposing to electrify 6 of 8 rail corridors." For over two years we have been working with the assumption that electrification of the LSE corridor is happening, but it seems no further ahead.

- Q4: When will the RFP for Phase II (electrification) be issued? This is not indicated on the timeline.

The timeline on Page 18 shows construction of early works beginning in approximately one year (2021).

- Q5: When in 2021 will this work commence and for how long?
- Q6: In what specific areas will the enabling works to place?
- Q7: Please provide a detailed project schedule we can provide to our communities.
- Q8: How will communities be notified of early works construction in their area?
- Q9: Where are the construction staging areas?
- Q10: Will residents have the ability to comment on and provide suggestions on construction staging areas?
- Q11: Will there be a 24/7 phone number for residents to call with concerns about disruptive construction, including excessive noise, safety concerns?

We were advised by Metrolinx in November 2019 that tree removal would not be required within the Riverside 2km corridor (Eastern to Gerrard).

- Q12: Please confirm that this 2km corridor is considered separate from the rest of the On Corridor project.



- Q13: Please confirm that the vegetation removal and track bed preparations, identified as beginning in spring of 2021 in the timeline on page 18, does not pertain to the 2km corridor from Eastern to Gerrard.

I understood from our call that the noise and vibration report will be delayed as it is being revised to measure impacts of the Ontario Line.

- Q 14: Slide 15, "Noise & Vibration Along Joint Corridor" states "Results and proposed mitigation approach to be shared at upcoming Ontario Line public meetings – anticipated Spring 2020." Is this timeline still correct?
- Q15: Will the format of sharing this information (Ontario Line public meetings) be similar to the recently-held Ontario Line open houses? Please confirm the format.
- Q16: Can your public meeting format be revised to include an open forum question and answer period between community residents and Metrolinx staff involved in the noise and vibration assessment?

Feedback on the format of the recent Ontario Line open houses was very negative. Residents were provided conflicting information from different Metrolinx staffers, some information provided was entirely incorrect (e.g. some residents were advised that a full EA would be completed for the Ontario Line).

- Q17: Slide 20 states "open house, drop-in format" for the public information centres, but this approach has proven to be ineffective. How will future community consultations be improved, based on the lessons learned from the open houses?
- Q18: The open houses were not examples of public consultations, because the public wasn't consulted at all. Information was shared one way from Metrolinx to residents. What mechanisms will be put in place to allow a true consultative approach moving forward?
- Q19: Several residents have advised us that they have written letters to Phil Verster, Metrolinx CEO, complaining about the format of the recent open houses and demanding answers to their outstanding questions. These residents have yet to receive any type of response from their emails. When can residents expect answers to their questions?
- Q20: When will the Metrolinx Ontario Line Project Office on Queen St. East in our neighbourhood be opening, your timeline indicates spring?
- Q21: What are the hours of operation of the Metrolinx Ontario Line Project Office in our community?
- Q22: What is the contact information (phone and email address) of the Metrolinx Ontario Line Project Office in our community?
- Q23: Who will staff the Metrolinx Ontario Line Project Office in our community (i.e. job titles of people who will be taking questions from the public).

- Q24: What will be done with any feedback or comments received at the Metrolinx Ontario Line Project Office? Please specify your method of collecting feedback, sharing feedback with the Ontario Line project team, and providing responses to residents.

We have a number of outstanding questions that are not addressed by this presentation deck:

- Q25: This deck does not state the impact of construction and operation of the Ontario Line on Pape School, Jimmy Simpson Recreation Centre, and Fontbonne Ministries. Please clarify the impact of the Ontario Line, from construction to operation, on Pape School, Jimmy Simpson Recreation Centre, and Fontbonne Ministries.
- Q26: When will the information requested in Q25 be made available?
- Q27: The timeline on slide 18 suggests the environmental assessment process for the Ontario Line will occur at the same time as the procurement process (RF) instead of completing the assessment process before, which is the traditional approach. Could Metrolinx clarify what environmental assessment process will be used on the Ontario Line in Riverside, and when this environmental assessment process will begin and end?
- Q28: Will the new "Noise and Vibration Report," be part of the environmental assessment or will there be another study in our neighbourhood as part of the environmental assessment?
- Q29: When will this new study planned?
- Q30: As part of the EA, will you be doing a Cultural Heritage Assessment Report in Riverside, or will you be re-using the "Heritage Impact Assessments for Riverside and Queen Street Reports," that were a part of the RER EPR?
- Q31: When do you expect to have these answers?

## **Community Stakeholders and Groups**

- **Lakeshore East Community  
Advisory Committee (CAC)  
Meeting Materials**

**LAKESHORE EAST  
COMMUNITY ADVISORY COMMITTEE  
MEETING**

Tuesday, October 13, 2020 - 7:00 p.m. to 9:00 p.m.

**Metrolinx**

- Malcolm MacKay, Project Sponsor, Ontario Line
- Franca Di Giovanni, Director, Community Relations
- Carrie Sheaffer, Senior Manager, Environmental Programs and Assessments
- Vanessa Cheng, Team Lead, Community Relations, Ontario Line
- Susan Lin, Manager Property Acquisition
- Nima Nouri, Manager Corridor Infrastructure
- Michael Tham, Deputy Technical Director, Ontario Line
- Georgina Collymore, Manager Community Relations
- Andre Marois, Director Corridor Infrastructure
- Siricius Augustin, Senior Manager, GO Expansion, Early Works
- Houtan Moravej, Project Manager, GO Expansion
- Shelley Persaud, GO Extension Sponsor
- James Francis, Manager, EPA
- Rebecca MacDonald, Manager Environmental Programs Assessment
- Leila Sotoudeh, Environmental Project Manager
- Maria Zintchenko, Project Manager, EPA
- Daniel Cicero, Project Sponsor, Ontario Line
- Catherine Curak, Sponsor's Office)
- Josh Vandezande, Senior Manager Community Relations, Ontario Line
- Carmen Rapati, Community Relations and Issues Specialist, Lakeshore East
- Simon Granat, Community Relations and Issues Specialist, Ontario Line

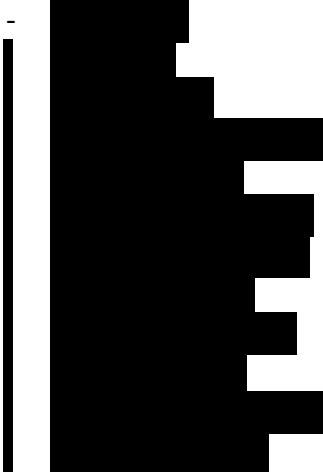
**City of Toronto**

- Richard Borbridge, Program Director, City of Toronto Transit Expansion Office
- Julia Murnaghan, Senior Project Manager, City of Toronto Transit Expansion Office

**Elected Officials & Staff**

- Rishab Mehan, Councillor Bradford's Office
- Councillor Paula Fletcher
- Nicolas Valverde, Councillor Fletcher's Office
- Daryl Finlayson, Councillor Fletcher's Office
- MPP Tabuns
- Rob Kaufman, MPP Tabuns' Office

## Community Representatives



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### **1.0      Safety Moment**

Josh Vandezande provided the Safety Briefing.

### **2.0      Welcome and Introductions**

Josh Vandezande thanked all for coming and gave a safety moment and a land acknowledgement. Carmen Rapati introduced the GO Expansion Team.

### **3.0      GO Expansion**

Siricius Augustin presented the slide deck for the GO expansion.

Councillor Fletcher inquired about timeline for the GO Expansion procurement process, contracts and electrification. Metrolinx provided information on the three early works contracts and clarified that electrification will happen at a later date.

Rishab Mehan (Councillor Bradford's Office) asked what road closures to expect during bridge work. Additionally, a member of the LSE CAC asked what residents can expect from bridge work. Metrolinx advised that there will be lane reductions, but road closures would be minimal and may occur on a one-time basis during the weekend. Metrolinx also added that high level overview of bridge construction, noted that pile driving at night will be avoided as much as possible, and some will be augured to minimize the disruption. The first package to begin, Central Section (Woodbine to Wolcott), confirmed mobilization to start is in January and February 2021 and construction of the bridges (Woodbine Avenue, Warden Avenue and Danforth Avenue bridges) is likely to begin in the spring. Residents and CAC will be given further notice. Grading will be both day and night work, and Metrolinx will look at ways to minimize disruptions.

A member of the LSE CAC asked Metrolinx to clarify planned work at Small's Creek and the



impact on trees. Metrolinx provided information about retaining wall construction and work on North and South sides of Creek. Metrolinx agreed to follow up with further information.

Councillor Fletcher asked for specific retaining wall information. Metrolinx clarified distinction between noise walls and retaining walls. Metrolinx will send specific retaining wall location information to Councillor Fletcher's Office later this week.

Councillor Fletcher inquired about community communications plan. Metrolinx provided an overview of various tactics to keep people informed. Metrolinx to add item for next discussion to present overview of communications plan including outreach, and tactics.

A member of the LSE CAC asked about standards used for environmental mitigation efforts. Metrolinx responded that they will bring relevant staff to advise on standards for next meeting.

Councillor Fletcher and the LSE CAC asked about tree removal process and permitting. Councillor Fletcher asked for specific tree locations and plans. Metrolinx provided tree removal process overview, committed to follow up with additional information on tree impacts at Small's Creek, and provide advance notice before tree removal begins. Metrolinx clarified that the arborist report is submitted to the City of Toronto in draft and is pending their comment.

LSE CAC asked what to expect for work at Wildwood Cres. Rishab Mehan (Councillor Bradford's Office) asked about access points. Metrolinx provided an overview of mitigation measures, and community notice process.

#### **4.0 Ontario Line**

Josh Vandezande provided introductions and gave an overview of the community relations plan including changes to community relations as a result of COVID-19. Josh Vandezande noted that majority of construction along the joint corridor will occur within Metrolinx property lines, and there will be few permanent property impacts. He also provided an overview of , noise mitigation plans which include sound walls and landscaping to help the new infrastructure blend into the area parks.

Councillor Fletcher and MPP Tabuns asked for cost comparison information for having the line below grade. Metrolinx explained that an underground alignment would be several times more costly, result in more negative impacts for customers and the community.

LSE CAC read community statement and requested it be recorded:

*"CAC Community Statement on the Ontario Line - Oct. 13, 2020*

Our elected representatives and other members of the CAC are going to ask specific

questions about the plan you have put forward for the Ontario Line between the Don River and Gerrard Street this evening.

Before we get into these specifics, we want to be on the record that we object to the entire premise of the Ontario Line plan for our community. You have been told many times by our CAC and feedback from our community, that we do not want this section of the Ontario Line to go above ground along the rail corridor, because of the devastating impacts it will have on us, our families and our community. We don't believe that your consultation process has had any impact since you have not done the due diligence necessary with detailed comparisons of alternative alignments on this section in your draft 'Env. Conditions Report.' Without this information the entire ECR is biased in favour of the one plan outlined in the Business Case, nor have you convinced us that this is the best plan for our neighbourhood. We continue to believe that this 2 km section should be built underground and we are extremely disappointed that you have not complied with the Toronto City Council Executive motion Ex 9.1 - 20 from October 2019 that asked Metrolinx to consider options for constructing "portions of the Ontario Line underground where local impacts cannot be reasonably managed."

We say again, that Metrolinx needs to do an unbiased, comprehensive comparison of the costs and implications to the community of putting this two-kilometre section underground. Without that comparison, we will never be convinced that the plan to run the Ontario Line along the rail corridor is what is best for our neighbourhood. We are a transit community, we believe in transit, we are your ridership, and we support an Ontario Line built right.

So, given that preamble, note that the comments and questions from our CAC members are made under this protest, we can now proceed with the ECR as it is currently drafted."

A member of the LSE CAC asked about benefits of the Ontario Line for the community. Metrolinx responded that further community benefits will be addressed through the business case process.

A member of the LSE CAC asked about air quality analysis and methodology given reduced traffic during COVID-19 and how reduction of tree canopy will affect air quality. Metrolinx provided clarification that existing air quality measurements are based on a historical average with data from different government sources, and air quality data does not include measurements from during the COVID-19 pandemic. Future environmental studies will examine potential impacts to air quality and Metrolinx will look to mitigate contractor construction emissions.



Metrolinx also noted that a tree inventory would be part of future environmental reports, and cited tree replacement metrics included in its updated [Vegetation Guideline](#).

LSE CAC asked about why there were only two noise receptors and no vibration receptors in the Riverside neighbourhood. Metrolinx responded that monitoring locations are to aid in calibration of modelling. Metrolinx added that vibration modelling is a mathematical calculation but some sites with highly sensitive equipment (i.e. MRI machine in a hospital) have specific consideration. GO and TTC protocols are used and there is Ministerial approval on methodology before monitoring begins. Metrolinx is committed to vibration mitigation using practical and proven technology during operation and construction

LSE CAC asked how parkland will be compensated and noted the impact on the green spaces at Gerrard Station. Metrolinx advised that further information will come from the environmental impact assessment report. Amenities will be addressed in socio-economic reports. Metrolinx will look at alternatives to compensate other spaces.

Further detail provided in the attached draft ECR feedback table.

#### GO Expansion

**Action:** Metrolinx to follow up with additional information on tree impacts at Small's Creek.

**Action:** Metrolinx to provide advance notice before tree removal begins

**Action:** Metrolinx to send specific retaining wall location information to Councillor Fletcher's Office later this week.

**Action:** Metrolinx to add item for next discussion to present overview of communications plan including outreach, tactics, etc.

**Action:** Metrolinx will bring relevant staff to advise on environmental standards at next meeting.

#### Ontario Line

**Action:** LSE CAC to send Metrolinx community statement for inclusion in notes.

**Action:** Metrolinx to provide written responses to LSE CAC questions on the ECR.

## **5.0      Wrap Up**

**LAKESHORE EAST  
COMMUNITY ADVISORY COMMITTEE**  
Via Teleconference  
Wednesday, May 13, 2020- 6:30 to 8:00 p.m.

**Committee Members Present**

**Metrolinx**

Siricius Augustin  
Houtan Moravej  
Andre Marois  
Nima Nouri  
Malcolm McKay  
James Francis  
Carrie Sheaffer  
Mirjana Osojnicki  
Leila Sotoudeh  
Franca Di Giovanni  
Nicole Panchal  
Josh Vandezande  
Carmen Rapati

**Community Representatives**

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

**Elected Officials & Staff**

MPP Peter Tabuns  
Councillor Paula Fletcher  
Councillor Brad Bradford  
Paul Biekse, Administrative & Constituency Relations, Councillor Brad Bradford's Office  
Daryl Finlayson, Policy Advisor, Councillor Paula Fletcher's Office  
Nicolas Valverde, Constituency Assistant, Councillor Paula Fletcher's Office

Rima Burns-McGowan - (invited and accepted, but did not attend)

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## **1.0      SAFETY MOMENT**

Nicole Panchal provided the Safety Briefing, and gave an example of working outside safely, posture awareness, and being aware of your surroundings for you and your family.

## **2.0      WELCOME AND INTRODUCTIONS**

Josh Vandezande thanked all for joining the meeting and explained a presentation would follow.

Josh Vandezande invited elected officials to share some opening comments. MPP Peter Tabuns also noted the construction happening without notification as an issue for the community. Councillor Paula Fletcher noted that her constituents do not want tracks operating at a level above their houses, there are concerns about safety of the Ontario Line and the six tracks, and there is a need for a clear protocol for construction notification. Councillor Brad Bradford had the same sentiments as already noted. [REDACTED] sincerely thanked the elected officials for their generous support and time during this pandemic lockdown.

[REDACTED] and [REDACTED], CAC, noted that there have been several construction activities occurring where no notice of construction was received from Metrolinx. Citing drilling work currently being conducted as part of the Ontario Line at Dundas and Logan, notice was only received online and sent around by Peter Tabuns office, and the notice had nothing about storing equipment in the Bruce Mackey park. The second incident was east at Aldergrove Avenue (Gerrard/Coxwell) where overnight track work was taking place around 1:00 am - with lights shining in homes and shouting and loud drilling. Neighbourhood was not given any notice of this work. Two other drilling/sampling incidents happened as well on Aldergrove Ave. May 14 and May 22, and no notice of work was given to the area.

CAC wants to know why this is happening and what is the breakdown in the notification process? How can this be fixed? Shelley quoted Metrolinx when they said they wanted to 'Build Relationships' in our communities. Metrolinx must establish trust within our communities and advanced notice must be given and bylaws followed, especially during this lockdown when we are all at home.

[REDACTED] asked how long will it take Metrolinx to fix this? Metrolinx promised to review this process and make it work. [REDACTED], CAC notes that the process worked better when Metrolinx used the CAC to help disseminate info into our communities.

Nicole Panchal responded by explaining that this was an oversight on Metrolinx' part, and we are working through our internal processes to determine what happened. She acknowledged that these projects are going through the planning phase and preliminary stages

and our teams are not yet as aligned as we would like. Metrolinx reinforced with our internal teams the importance of keeping the community informed and sharing construction information with the community in advance. [REDACTED], CAC asked about the possibility of a 24 hour community hotline to be able to respond to middle of the night concerns.

**Action:** Metrolinx is working to establish a community hotline for the main project phase. During the interim, our team has regional email addresses, [torontoeast@metrolinx.com](mailto:torontoeast@metrolinx.com) or [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com), that we monitor. Please get in touch.

### **3.0 GO EXPANSION**

Nicole introduced the scope of work / delivery packages for the GO Expansion projects. What we used to call RER is now called OnCorridor and OnCorridor includes network wide electrification. All of this is part of our GO Expansion program. OnCorridor includes preparatory work: the LSE West project which includes longer term components such as bridge widenings. Generally, the preparatory work is completed before the main network wide electrification phase. [REDACTED] CAC asked if LSE West includes Woodbine Bridge and Smalls Creek culvert work. Houtan Moravej, confirmed this. \*CAC would like to note that calling this LSE West project phase is very confusing with projects occurring on the LSW..

[REDACTED], CAC asked for clarification regarding phases 1, 2, 3 and electrification. Mirjana Osojnicki and Nima Nouri explained that the first step or phase 1 for GO Expansion is the early works which is the grading and civil infrastructure work. Phase 2 is the off corridor works such as parking, stations, etc. Phase 3 is the main project, electrification, signaling, On Corr. The OnCorr RFP is in market and will close end of this year. This includes construction for electrification. Construction is to start end of 2021 to beginning of 2022 after the environmental assessment work is complete.

Nicole Panchal stated that for GO Expansion preparatory works, adding a 4<sup>th</sup> track between Don River and Pape, was part of LSE West package, but now it is part of the Ontario Line Joint Corridor package. We will share more information as it becomes available.

Councillor Paula Fletcher asked for clarification regarding the Environmental Assessments for both GO Expansion and Ontario Line. Mirjana Osojnicki explained that for GO Expansion there were two Environmental Assessments completed: Don Valley to Scarborough TPAP and the Network Wide Electrification TPAP. For the Joint Corridor, there is the two previously mentioned TPAPs, but no further EA for the Joint Corridor. Additional EA work is being done for the Ontario Line. James Francis explained that the EA work for the Ontario Line is currently underway and will be completed prior to construction start.

Nicole Panchal presented the OnCorridor scope of work as described. OnCorridor RFP is in market and will close end of this year. [REDACTED] explained that she was informed by Nicole in February, there would be no RFP for LSE West, the four bidders were not moving forward and LSE West will be broken into smaller projects. Nicole clarified that she misspoke. That LSE West is moving ahead with the Joint Corridor scope of work, track grading and vegetation removal, now removed from LSE West project.

██████████, CAC stated that LSE West will take 3 years. So OnCorr cannot start until after the 3 years of work is completed and the tracks left bare? Nima Nouri explained that OnCorr is for all five corridors – a network-wide project. Some stretches of the network will be ready for OnCorr to start earlier.

Councillor Paula Fletcher explained that the CAC has an interest in all work from the DVP to Scarborough. For this section, there is the EA for the approved fourth track project. But there is no approved EA for the Ontario Line work. Will the current CAC cover the Ontario Line? Members explained that the CAC has representation from a broad area. The CAC terms of reference is not attached to only one project but any project on the LSE corridor. Metrolinx committed to a future discussion regarding the terms of reference.

\*CAC would like to note that now that the RER project has merged into the Ontario Line and become one “Joint Corridor” project together - they cannot and should not be separated and treated as such within one community area. The CAC has been representing the interests of our communities by working with Metrolinx for over two years on the RER Project. The LSE CAC gave notice to Metrolinx it would also be representing our community for the Ontario Line in August of 2019, shortly after the project was announced. The LSE CAC welcomes all community participation and community groups to share concerns and participate with us in our meetings with Metrolinx.

#### **4.0      ONTARIO LINE**

Malcolm McKay provided an overview of the Ontario Line. There were five community meetings in February and we had great discussions at these meetings that we can carry forward into our work. The Ontario Line is above ground through the GO Corridor in this area which we are calling the Joint Corridor. Currently, we are completing EA investigations, noise & vibration assessments, and cultural heritage assessments. Procurement activities are being evaluated for the Ontario Line. Andre Marois and Nima Nouri manage the early works for the Joint Corridor. These early works will be completed in advance of the major Ontario Line project. There will be more public meetings in late spring to early summer. We will share the results of the noise and vibration studies. Currently, there is little noise and vibration mitigation along the corridor. But as part of the Ontario Line project, we will improve this mitigation along the entire joint corridor, including on bridges.

██████████ said that Metrolinx has talked about robust community meetings and engagement. We were told the alignment could change. But is it now a done deal that this section of the Ontario Line is above ground? Are you even studying other options?

Malcolm McKay explained that the member’s understanding is correct. There are no studies for an underground section in this area. There are strong benefits of using the Metrolinx corridor and the East Harbour Station platform and a strong community and environmental impacts mitigation strategy: continuously welded rail, automatic controlled trains with automatic braking as well as sound walls will mitigate noise and vibration. We

are minimizing the width of the corridor, and will use construction methods that will minimize impacts.

██████████, CAC comments that the IBC had a couple to proposed solutions; are we talking about at grade? Malcolm McKay says yes, a widening of the corridor; sections may be elevated at Science Centre.

██████████, CAC, stated that Jimmy Simpson Centre is very close to the corridor. Will the corridor impact the Centre? Malcolm McKay explained that it is anticipated that the project will pass the Centre without impacting it. And we are working to minimize property impacts along the corridor.

██████████, CAC asked what is going to happen to the bridges? How much work will be done on the bridges along the Joint Corridor? Malcolm McKay explained that there is a separate body of work for the six bridges. More information will be available on this in late spring. We are looking at the heritage significance of the bridges, their conditions, if there is a need to rehabilitate the bridges. The new tracks will straddle the current GO tracks.

### **Ontario Line Q&A:**

██████████, CAC asks: When will you be sharing this information with our community? Will we be able to give feedback? Malcolm McKay explains we will come out June/July with the next round of info; yes to feedback.

██████████, CAC asks: So you are not exploring options to put it underground in Riverside? Malcolm McKay explained: Correct, we are not.

Nicholas Valverde (Paula F): Looking for information about how much work will be required on bridges. Will that info be out in that late spring period as well (and the effects it will have on community)? Malcolm McKay: Yes

██████████, CAC: Will bridges remain? Will you be analyzing heritage bridges? Malcolm McKay: Looking at heritage, current condition, structure, etc, this is all part of study currently underway, and we will be able to communicate results of those studies in that late Spring.

██████████, CAC: Is it too early to get info about whether the tracks will be twinned? Malcolm McKay: looks like we'll be straddling the existing Go Train 4-track corridor; this will continue from lake to Gerrard.

██████████, CAC: Will Metrolinx be erecting sound barriers on bridges? Malcolm McKay: There is a very good chance that there will be sound barriers erected along the entire Ontario Line

██████████, CAC: How will this community feedback be used by Metrolinx? How will it impact the OL? What formats will be used? Facebook? Twitter etc.? Will there be a live online Q&A with the community? Josh Vandezande: Slide 12; We need community

feedback; trying to figure out how to do this virtually if need be (due to social distancing); community office in Riverside delayed, but will open as soon as can be done. Will share this as soon as we have details in June.

██████████, CAC: Will there be community engagement for RER as well as OL? Josh: Yes, this will be the approach for all of our projects Nicole: yes, we would like to continue to engage with elected officials; Mx folks are new for the most part, so we would like to pick up on dialogue from past and continue those conversations.

C. Brad Bradford: We have had detailed conversations about baselines and noise mitigation, impact of RER and increased frequency; we should set up a conversation.

C. Paula Fletcher: Are there any sections (of RER) between Pape and Scarborough Junction without sound barrier or noise mitigation? Marianna: We are currently updating the noise and vibration study for the entire network, so we'll know better by later this summer. ██████████, CAC: The last maps we saw seemed arbitrary about where noise walls would be (sections without it).

C. Paula Fletcher: But EA should have been improved . . . next question for Malcolm, are you still putting a station for OL at Degrassi? Malcolm I: Yes

C. Paula Fletcher: What's the timing between that station and East Harbour? (Is it worth a stop?) Malcolm McKay: Importance of Leslieville station is the interchange with the streetcar and TTC has indicated benefits to ridership (not written, not requested) . . . Paula Fletcher: Are you saying the TTC has approved this already? Malcolm McKay: No.

C. Paula Fletcher: but why so close to Queen/Carlaw? Will the EA look at that? Malcolm I: yes, it's very close; EA will look into it.

██████████, CAC: If the community doesn't want a station at Queen/Degrassi, will you move it? Malcolm McKay: We will certainly consider it, but there may be a portion of the community that wants it. ██████████, CAC: All indication has been against it — you keep seeking feedback, but don't seem to be applying it to the plans.

██████████, CAC: Everyone wants it underground, and you're not even considering that option. So what is the value of collecting community input? Will stakeholders' feedback be considered? Malcolm I: we have to report back what the community interests are and weigh it against the overall program we're trying to deliver to find the solution that satisfies as many stakeholders as possible.

██████████, CAC: What about Pape Avenue PS? Will you be assessing the impact on them? Will it be shared with the school? Malcolm I: Yes and yes, the schoolboard has already been in touch with us.

██████████, and ██████████, CAC: How are we to make a complaint if not given notification? Nicole: We want to inform you in advance so this doesn't happen again.

██████████, CAC: We have been dealing with Metrolinx since 2018 around issues of noise mitigations for overnight track work, like dampers, removing beepers, working with



barn doors on lighting, general mitigation efforts around track work. Why is happening and how can we fix it? Nicole: let's side-channel this.

C. Paula Fletcher: You should know that the noise bylaws have been overridden by emergency orders.

Nicholas Valverde: Are stations being reconsidered given the economic slowdown?

Malcolm McKay: Looking at a 8-year horizon and what ongoing effects of real estate pullback and economic recession might be.

Nicole Panchal: Any other questions? also note that part of our consultation process is that we will consult with elected officials then to brief the stakeholders group; likely another meeting in a month's time. Send follow-up questions.

## **5.0 ENVIRONMENTAL PROGRAMS: JOINT CORRIDOR**

Josh Vandezande asked if members had any questions about the environmental studies timelines on slide 13. [REDACTED] asked about timing of the EA reports. Josh Vandezande explained that we have been as precise as possible at this time and will keep updating the LSE CAC. Mirjana Osojnicki stated that the draft EA reports for OnCorr should be complete this summer and the report posted a month or two later.

## **6.0 WRAP UP AND NEXT MEETING**

[REDACTED], CAC asked about the impacts COVID and explained that no one knows what the future looks like and where the centres of industry will be. [REDACTED] asked how does COVID impact Ontario Line planning? Malcolm McKay explained that Metrolinx is discussing this with our real estate professionals at Infrastructure Ontario. They are discussing how a potential recession could impact property values and businesses and the project. We are monitoring the ongoing impacts of a real estate decline on Transit Oriented Communities. The Ontario Line project is more than seven years away and there might be a "new normal" at this time.

In closing, Nicole Panchal stated that Metrolinx will brief Elected Officials before the next round of Ontario Line public meetings. The LSE CAC will receive information before the public meetings.

### **Action:**

- Metrolinx plans to meet with the CAC at regular intervals going forward and again in a month's time. We will share more details on this soon.
- Metrolinx will strive to communicate construction information to the community in advance.
- Metrolinx will share information on the format and content of the next round of public engagement at the next CAC meeting by June.

## **ACTION LIST**

**Action Item 1** – Metrolinx is working to establish a community hotline for the main project phase. Our team has a regional email addresses, [torontoeast@metrolinx.com](mailto:torontoeast@metrolinx.com) and [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com), that we monitor. Please get in touch.

**Action Item 2** – Metrolinx plans to meet with the CAC at regular intervals going forward and again in a month's time. We will share more details on this soon.

**Action Item 3** – Metrolinx will strive to communicate construction information to the community in advance.

**Action Item 4** – Metrolinx will share information on the format and content of the next round of public engagement at the next CAC meeting by June.

## **Community Stakeholders and Groups**

- **Liberty Village BIA**

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**From:** Ontario Line

**Sent:** October 14, 2020 1:17 PM

**To:** [REDACTED]

**Subject:** RE: Follow-up: October 9 meeting with Ontario Line team

Hi [REDACTED]

Hope you had a great Thanksgiving weekend, too! To give you a quick update, we will follow up within a couple of weeks to set a date and time in mid-November to continue our discussions.

Please do not hesitate to reach out in the meantime.

Thanks,

Caitlin

The Ontario Line Community Relations team



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**From:** [REDACTED]

**Sent:** Wednesday, October 14, 2020 10:00 AM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Re: Follow-up: October 9 meeting with Ontario Line team

Hi Caitlin,

Thanks again! A pleasure meeting you all, we are certainly looking forward to our future conversations and collaborations.

Hope you had a great Thanksgiving long weekend.

Best Wishes,

On Fri, Oct 9, 2020 at 3:52 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thank you to you, [REDACTED] for taking the time to meet with us today! As promised, I have attached a copy of the deck presented during the meeting.

There are also more details available across the entire alignment (or route) of the Ontario Line including neighbourhood-specific updates available [here](#) on our website.

Below I have also enclosed the details for MPP Glover's upcoming virtual open house:

- Date: Thursday, October 15
- Time: 12-1 p.m.
- Registration: Please email [cglover-co@ndp.on.ca](mailto:cglover-co@ndp.on.ca)
- Website: [https://www.chrisglovermpp.ca/upcoming\\_events](https://www.chrisglovermpp.ca/upcoming_events)

As discussed, we will connect with the project team about setting up a meeting and get back to you as soon as possible. Please do not hesitate to reach out in the meantime. We will also touch base again soon about the upcoming B2B conference call in November.

Many thanks again and have a great Thanksgiving long weekend!

Caitlin

The Ontario Line Community Relations team



This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[REDACTED]

[REDACTED]

[REDACTED]

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**From:** [REDACTED]

**Sent:** October 14, 2020 10:10 AM

**To:** Ontario Line <ontarioline@metrolinx.com>

**Subject:** Re: Meeting with Metrolinx Ontario Line team

Hi Caitlin,

I apologize for my delayed response.

Thank you for sending this over.

To answer your question, attendees are able to do both: submit questions ahead of time and/or ask them directly on the call live. If we do have any questions submitted for you beforehand I will be sure to let you know. I do not anticipate for there to be many questions in general, perhaps 1 or 2!

Best Regards,

On Thu, Oct 8, 2020 at 3:55 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Looking forward to connecting tomorrow! Below I have included responses to your questions ahead of the B2B conference call on November 4 at 10 a.m. Both myself and one of our Team Leads, Lancefield Morgan, will join the call as representatives from our Ontario Line team.

**Full Name + Company Position**

- Lancefield Morgan, Team Lead of Community Relations - Ontario Line
- Caitlin Docherty, Community Relations and Issues Specialist

**Brief description of the Ontario Line (a sentence or two)**

The proposed Ontario Line will bring nearly 15.5 kilometres of much-needed subway service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Ontario Place in the southwest. Current plans for the Ontario Line include 15 proposed stations, including six interchange stations and 17 new connections to GO train lines and existing subway and streetcar lines.

**Brief description of what you will be discussing (this can be point form)**

- Overview of Ontario Line project
- Updates on stations in the West Segment (Exhibition, King-Bathurst and Queen-Spadina)
- Take audience questions
- Where to find more information (website, Metrolinx Engage)
- How to stay updated (e-newsletter updates)
- How to get in touch with the Ontario Line team (phone, email)

**Headshot and/or Logo**

I have attached a copy of the Metrolinx logo.

**Any links or documents you would like me to share (website, social media handles etc)**

- [Metrolinx.com/OntarioLine](https://www.metrolinx.com/OntarioLine)
- [MetrolinxEngage.com/OntarioLine](https://www.metrolinxengage.com/OntarioLine)

I have also attached a shareable about the Ontario Line – please feel free to use it in your communications and/or event promotion.

I have a quick question as well about the Q&A session. I noticed you have an option on your website to submit questions; will attendees submit questions ahead of time to be asked through the moderator, or will questions be asked live on the call by attendees?

Thank you again for inviting us to participate in your B2B conference call. If you have any further questions, do not hesitate to reach out.

Caitlin

The Ontario Line Community Relations team



**From:** [REDACTED]  
**Sent:** Tuesday, October 06, 2020 12:34 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Meeting with Metrolinx Ontario Line team

Hi Caitlin,

Thanks for reaching out. Feel free to discuss those topics too during our meeting on Friday.

I know most attendees are just curious about the project as a whole. So just an overview of it and the timeline would be great.

I am sure they will have a few questions to ask you afterwards - likely regarding any construction disturbances to the area.

I also know they might ask if Metrolinx has any future plans for the Atlantic Ave entrance from the GO-Train into Liberty. This has been a popular topic in the past amongst our landscape and safety committees. I know it does not entirely pertain to the topic of discussion, but I am sure someone may ask.

Also, no worries about the delay on the speaker for November 4th - if you can send me details at least 2 weeks before (October 21st), that would be great.

Best Wishes,

On Tue, Oct 6, 2020 at 11:29 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

I hope you have been well! I wanted to reach out ahead of our meeting this Friday, October 9 at 1 p.m. and ask if there are any particular areas of focus you would like to discuss during the meeting?

I know you sent possible topics for the B2B meeting, but I wanted to check if you also want to discuss these items during our meeting or if there are other or additional topics you want to



focus on.

I know I also owe you more details about who from our team will be joining your B2B meeting/community conference call on November 4. I am still awaiting this information and will provide you with an update as soon as possible.

Thank you very much for your time. I look forward to hearing from you.

Caitlin

The Ontario Line Community Relations team



**From:** [REDACTED]  
**Sent:** Friday, October 02, 2020 10:59 AM  
**To:** Ontario Line  
**Subject:** Re: Meeting with Metrolinx Ontario Line team

Hi Caitlin,

I apologize for the late response. Glad to hear that someone from your team is able to join us on November 4th! Thank you :)

Once you finalize the speaker, here is what I would need from them:

- Full Name + Company Position
- Brief description of the Ontario Line (a sentence or two)
- Brief description of what you will be discussing (this can be point form)
- Headshot and/or Logo
- Any links or documents you would like me to share (website, social media handles etc)

I will send out calendar invite details once you confirm the speaker and send their email to do so. Call in details will all be noted on the invite.

Possible topics to discuss:

- Introduction to the project (e.g. how many new stops are being added? purpose of the project? What is the closest stop to Liberty Village? When does construction begin? when is it anticipated to end?) and basically any other project details that you feel would be beneficial to our members (businesses owners)
- Any closures in and around Liberty Village that will impact parking or street access?

Then of course a Q&A session for anyone that may want to ask your speaker a question.

I've also asked our Executive Director if he has any topics he would like addressed. I will follow up with you once I hear back.

Best Regards,

On Tue, Sep 29, 2020 at 1:29 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

My apologies for the delay in getting back to you. I have forwarded the original invitation to the email addresses you provided for two of your executive board members, [REDACTED]  
[REDACTED]

I would also like to follow up on your kind invitation for a member of our team to join your Liberty Connect B2B meeting/community conference call. It would be our pleasure to join the November 4 meeting at 10 a.m. We are still confirming who from our team will join and welcome any additional details in the meantime about the meeting and what your group is looking for from our team.

We look forward to connecting with you and your team at the Liberty Village BIA on October 9. Please do not hesitate to reach out in the meantime.

Caitlin

The Ontario Line Community Relations team



**From:** [REDACTED]  
**Sent:** Monday, September 28, 2020 10:09 PM  
**To:** Ontario Line  
**Subject:** Re: Meeting with Metrolinx Ontario Line team

Hi Caitlin,

Can you please add the following to our meeting:

[REDACTED]

It won't let me add them myself and they're two more executive board members that would like to join in.

Thank you :)

On Thu, Sep 24, 2020 at 4:43 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED] and Liberty Village BIA team,

Below I have enclosed details to meet via Microsoft Teams on Friday, October 9 at 1 p.m.

Please do not hesitate to reach out if you have any questions.

Caitlin

The Ontario Line Community Relations team



[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

[Redacted text block]

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**From:** Ontario Line

**Sent:** October 2, 2020 4:37 PM

**To:** [REDACTED]

**Subject:** RE: Meeting with Metrolinx Ontario Line team

Hi [REDACTED]

Thank you for all of this background information – this is very helpful! I will bring it back to the team. As soon as I have an update or more details from our end on our participation in your November B2B meeting, I will be in touch.

Please do not hesitate to reach out in the meantime. Have a great weekend!

Caitlin

The Ontario Line Community Relations team



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**From:** Ontario Line

**Sent:** September 24, 2020 11:45 AM

**To:** [REDACTED]

**Subject:** RE: Ontario Line update - meeting request

Hi [REDACTED]

Thank you for inviting a member of our team to join an upcoming Liberty Village BIA B2B meeting! I have passed on the information you provided to our team and will get back to you as soon as possible regarding your November meeting.

For our initial meeting, can I confirm you and your team for Friday, October 9 at 1 p.m.? Please let me know and I will send a Teams meeting invite.

It was a pleasure to e-meet you as well. I look forward to hearing from you.

Caitlin

The Ontario Line Community Relations team



**From:** [REDACTED]

**Sent:** Thursday, September 24, 2020 9:08 AM

**To:** Ontario Line

**Subject:** Re: Ontario Line update - meeting request

Hi Caitlin,

Further to my last email.

Ignore the comments for October 7th speaker opportunity .... if you are able to join as a speaker in November that would be great

Let me know!

On Wed, Sep 23, 2020 at 10:29 AM Admin Liberty Village [REDACTED] wrote:

Hi Caitlin,

October 9th afternoon works for us! If possible, a time between 12pm and 3pm works best!

Here are a list of emails to include on the invite:



Additionally, I wanted to ask if a representative from Ontario Line- Metrolinx would be interested in joining us on our monthly B2B and community conference call: 'Liberty Connect', as a guest speaker?

Liberty Connect is hosted by our Executive Director and BIA staff, the platform was launched in response to requests from the community, our 600 business and property owners of LV to provide a forum to share how they are being affected by COVID-19 and to learn about available support and resources. Since then we have successfully completed 24 consecutive weekly calls prior to moving it to a monthly platform. We have covered a variety of different topics, which can be found on our Liberty Connect page on our website: <https://www.libertyvillagebia.com/liberty-connect-2/>

We would love to have you or someone from your organization to join us to speak about the new Ontario Line. I think it would be great to have someone introduce the project, and answer any questions business owners and community members may have.

Guest speakers typically talk for approximately 10-15 minutes followed by a Q&A session.

The conversations take place by phone, and no video or formal presentation is required.

**Next Available Dates:**

October 7th at 10am - Preferably this date (if possible) as we also have a rep from TTC joining us to discuss the safety measures they are taking. Therefore the overall topic for the call would be transportation.

November 4th at 10am

December 2nd at 10am

Please let me know if this is something you would be interested in and I will send additional information your way! :)

Thanks again Caitlin! Very nice to e-meet you.

Best Regards,

On Tue, Sep 22, 2020 at 1:18 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

H 

I hope you had a great weekend!

I am writing to follow up on a potential date and time to meet. Does Friday, October 9 work for you and your team? Do you have availability on that date in the afternoon?

If so, please let me know and we will finalize a time and I can send over an invite with details and a link to meet via Microsoft Teams.

Thank you very much for your time. I look forward to hearing from you.

Caitlin



The Ontario Line Community Relations team



**From:**

**Sent:** Friday, September 18, 2020 8:23 AM

**To:** Ontario Line

**Subject:** Re: Ontario Line update - meeting request

Hi Caitlin,

Thank you so much for reaching out!

My name is [REDACTED] - I am the coordinator for the Liberty Village BIA.

We are definitely all excited for the new Ontario Line, and the many opportunities it will bring for the area.

I had forwarded your message to our Executive Director, [REDACTED], and he has expressed his interest in meeting you virtually with our team.

Please let me know if you have any availability to do so within the next few weeks.

All the best,

On Thu, Sep 17, 2020 at 3:19 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Dear Liberty Village BIA,

I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization

as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The

four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people

to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections

to GO train lines and existing subway and streetcar lines.

Today, Metrolinx released the Ontario Line Draft Environmental Conditions Report

for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as

how to best mitigate these impacts. We also began a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for

customers. **We invite your members to [read](#)**

[our blog](#) and

[visit our website.](#)

Typically, we would be conducting open houses in neighbourhoods along the proposed

alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings.

**We would welcome the opportunity to meet with your group virtually, share more about the Ontario Line and answer any questions you may have.** Please let me know if there is an opportunity to participate in an upcoming meeting or set up a call with our

team.

We encourage people to subscribe to our e-newsletter to stay updated on the latest

Ontario Line developments. The form to subscribe is located [here](#).

Finally, I wanted to introduce myself. My name is Caitlin and I am part of the Ontario

Line Community Relations Team. I'm the lead for the Exhibition, King and Bathurst and Queen and Spadina station areas, but to keep consistency and simplicity for the community, our team all works from one email address:

[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Please reach out at any time.

We look forward to connecting with you soon.

Caitlin

The Ontario Line Community Relations team



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**From:** Ontario Line  
**Sent:** September 15, 2020 11:54 AM  
**To:** [REDACTED]  
**Subject:** RE: Introduction and newsletter write up

Great  
Thanks for the quick reply

Regards  
lancefield

**From:** [REDACTED]  
**Sent:** September-15-20 11:45 AM  
**To:** Ontario Line  
**Subject:** Re: Introduction and newsletter write up

Hi Lancefield,

Great to e-meet you! Thank you so much for reaching out and including the Liberty Village BIA in your public engagement efforts for the Ontario Line.

We are definitely all excited about the project!

Your write up is great! Our Executive Director made a few edits (found below) - feel free to use them if you feel fit!

"The Liberty Village neighbourhood, near King and Dufferin, just north of the Exhibition Grounds is one of the many communities that Metrolinx will be working in over the coming months. Known as Toronto's tech hub, this dynamic campus style area of over 600 businesses is enhanced with a vibrant mix of cafes, restaurants, retail stores, and commercial services while joined with an expanding population of active and involved residents, Liberty Village is a great place to connect, create and innovate.

Visit the Liberty Village BIA website [here](#)."

Thanks again!

Best,

On Tue, Sep 15, 2020 at 10:25 AM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Good morning



My name is Lancefield Morgan and I'm with Metrolinx working on the Ontario Line Project. We are gearing up to start public engagement for the project and would like to do a little "shout out" to community groups/BIAs in the area we will be working in. earlier in the summer we did a the same thing for Riverside BIA, nothing fancy just just a line encouraging people to visit your website. What we would like to include would be the following:

"The Liberty Village neighbourhood located north of the Exhibition Grounds is one of the many communities that Metrolinx will be working in over the coming months. With a mix of cafes, restaurants, retail stores, services, and tech hubs, and with a growing population of active and involved residents, Liberty Village is a great place to live, work, and visit.

Visit the Liberty Village BIA website [here](#)."

Again, nothing to fancy but a little promo. Please advise if the BIA is fine with this write up.

I look forward to discussion this exciting project with you in the coming months.

Regards

**Lancefield Morgan**  
Team Lead - Ontario Line



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**Administrative Assistant**  
**[Liberty Village BIA](#)**  
**Connect Create Innovate**



Facebook: [facebook.com/LVBIA](https://facebook.com/LVBIA)  
Twitter: [@GiveMeLibertyTO](https://twitter.com/GiveMeLibertyTO)  
Instagram: [@libertyvillagebia](https://instagram.com/libertyvillagebia)

## **Community Stakeholders and Groups**

- **Liberity Village Residents Association**

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**From:** Ontario Line  
**Sent:** September 17, 2020 3:35 PM  
**To:** [REDACTED]  
**Subject:** Ontario Line update - meeting request

Dear Liberty Village Residents' Association,

I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Today, Metrolinx released the Ontario Line Draft Environmental Conditions Report for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. We also began a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. **We invite your members to [read our blog](#) and [visit our website](#).**

Typically, we would be conducting open houses in neighbourhoods

along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. **We would welcome the opportunity to meet with your group virtually, share more about the Ontario Line and answer any questions you may have.** Please let me know if there is an opportunity to participate in an upcoming meeting or set up a call with our team.

We encourage people to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).

Finally, I wanted to introduce myself. My name is Caitlin and I am part of the Ontario Line Community Relations Team. I'm the lead for the Exhibition, King-Bathurst and Queen-Spadina station areas, but to keep consistency and simplicity for the community, our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). Please reach out at any time.

We look forward to connecting with you soon.

Caitlin

The Ontario Line Community Relations team



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## **Community Stakeholders and Groups**

- **March of Dimes Canada**

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**From:** Ontario Line  
**Sent:** October 14, 2020 5:55 PM  
**To:** [REDACTED]  
**Subject:** RE: Ontario Line and March of Dimes

Wonderful, thank you.  
[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, October 14, 2020 2:15 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: Ontario Line and March of Dimes

Hello [REDACTED]

Thanks for the MS Teams link. To remind ourselves of this date and time I have sent out a calendar invite with the MS Teams link that came from you. You have been included in that invite.

[REDACTED]  
[REDACTED]  
[REDACTED]  
e-mail: [REDACTED] Website: [www.marchofdimes.ca](http://www.marchofdimes.ca)

**Support March of Dimes Canada by visiting** [marchofdimes.ca/donate](http://marchofdimes.ca/donate)  
**Text 'DIMES' to 45678 to donate \$5**  
Join us: [www.marchofdimes.ca](http://www.marchofdimes.ca) [Facebook](#) [Twitter](#) [YouTube](#) [President's Blog](#)

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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** October 14, 2020 2:04 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
[REDACTED]  
**Subject:** RE: Ontario Line and March of Dimes

Hi [REDACTED]

Perfect. We'll look forward to speaking on October 28 at 3:00pm. See below for the Teams link and dial-in number.

In the meantime, the [North segment Neighbourhood Updates](#) on our website has the latest maps and information.

[REDACTED]

Thank you,  
Sivahami

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**From:** [REDACTED]  
**Sent:** Wednesday, October 14, 2020 8:30 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
[REDACTED]  
**Subject:** RE: Ontario Line and March of Dimes  
**Importance:** High

Good Morning [REDACTED]

Our team shares availability on Wednesday, October 28<sup>th</sup> at 3:00 pm. Will you send us the MS Teams invite then?

Hope you have a lovely day.

[REDACTED]

**Support March of Dimes Canada by visiting** [marchofdimes.ca/donate](https://marchofdimes.ca/donate)  
**Text 'DIMES' to 45678 to donate \$5**  
Join us: [www.marchofdimes.ca](https://www.marchofdimes.ca) [Facebook](#) [Twitter](#) [YouTube](#) [President's Blog](#)

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** October 13, 2020 8:20 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
[REDACTED]  
**Subject:** RE: Ontario Line and March of Dimes

Hi [REDACTED]



This [REDACTED]. (For consistency and simplicity, we all use this email address, [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).)

Josh and I would love to set up a Teams meeting with Len. Thank you for making the time. Would one of the following work?

- Monday, October 26 at 1pm
- Monday, October 26 at 3pm
- Wednesday, October 28 at 1pm
- Wednesday, October 28 at 3pm

Thank you,

[REDACTED]

---

**From:** [REDACTED]  
**Sent:** Thursday, October 08, 2020 3:44 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
[REDACTED]  
**Subject:** Fw: Ontario Line and March of Dimes

Dear Mr. Vandezande,

Thank you for your letter of September 30, 2020 to our President & CEO Len Baker regarding the Ontario Line. We are very excited about the plan, and appreciate the changes proposed in the recent update that will ensure the safety of our staff and many clients. As we currently operate a number of direct service programs from the site to many consumers, you can imagine the impact the line will have on our ability to provide these services to a broader base of persons with disabilities in the community and beyond!

We would appreciate an opportunity to meet with Sivahami Vijenthira via Microsoft Teams to ask a number of questions. Please provide contact information so that [REDACTED] EA to our President & CEO can set up a Microsoft Teams meeting next week if possible.

Thank you!

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** October 7, 2020 9:41 AM  
**To:** [REDACTED]  
**Subject:** Ontario Line and March of Dimes

Dear [REDACTED]

I'm reaching out to you on behalf of the Ontario Line team at Metrolinx because we have identified that the March of Dimes property located at 10 Overlea Boulevard may be impacted by the construction of the Ontario Line. Work is ongoing and infrastructure requirements and project details are not yet confirmed, but we are contacting property owners early in the process to ensure that you are aware of the project and the implications it may have on your property. More information is available in the attached letter and on our [website](#). You can find the Overlea area in the [North segment Neighbourhood Update](#).

Sivahami Vijenthira from my team is the lead on Thorncliffe Park, Flemingdon Park and Science Centre stations. We know that you will have a number of questions and we look forward to hearing from you. Given the current circumstances, we are available to meet by any means you feel comfortable with, including video chat, conference call or even in-person while maintaining physical distance.

We look forward to staying connected,

Josh Vandezande  
Ontario Line Community Relations



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## **Community Stakeholders and Groups**

- **Miziwe Biiik Aboriginal  
Employment & Training**

**From:** [Indigenous Relations](#)  
**To:** [Ontario Line](#)  
**Subject:** FW: The Ontario Line project  
**Date:** Friday, September 25, 2020 1:18:40 PM  
**Attachments:** [image003.png](#)

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**From:** Indigenous Relations  
**Sent:** Friday, September 25, 2020 11:35 AM  
**To:** [REDACTED]  
**Subject:** The Ontario Line project

Aanii [REDACTED],

I am writing on behalf of Metrolinx and its Community Relations team for the Ontario Line to share some information about the Ontario Line project and to find out how we can work with your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Metrolinx is releasing a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. We invite your members to [read our recent blogs](#) and [visit our website](#).

Last week, we also released the [Ontario Line Draft Environmental Conditions Report](#) for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. This is open to public feedback until October 17<sup>th</sup>.

Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We would welcome the opportunity to join any planned meetings your group is hosting over the next few months to meet with your group virtually, share more about the Ontario Line and answer any questions you may have.

In the meantime, please encourage your members to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).  
Miigwetch!

**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office

Metrolinx  
10 Bay St | Toronto | Ontario | M5J 2W3  
C: 416.274.3676



## **Community Stakeholders and Groups**

- **Native Canadian Centre  
of Toronto**

**From:** [Indigenous Relations](#)  
**To:** [Ontario Line](#)  
**Subject:** FW: The Ontario Line project  
**Date:** Friday, September 25, 2020 1:18:12 PM  
**Attachments:** [image003.png](#)

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**From:** Indigenous Relations  
**Sent:** Friday, September 25, 2020 11:37 AM  
**To:** [REDACTED]  
**Subject:** The Ontario Line project

Aanii [REDACTED],

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Miigwetch!

**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office



Metrolinx  
10 Bay St | Toronto | Ontario | M5J 2W3  
C: 416.274.3676



## **Community Stakeholders and Groups**

- **Native Men's Residence**

**From:** [Indigenous Relations](#)  
**To:** [Ontario Line](#)  
**Subject:** FW: The Ontario Line project  
**Date:** Friday, September 25, 2020 1:18:18 PM  
**Attachments:** [image003.png](#)

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**From:** Indigenous Relations  
**Sent:** Friday, September 25, 2020 11:36 AM  
**To:** [REDACTED]  
**Subject:** The Ontario Line project

Aanii [REDACTED],

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Miigwetch!

**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office

Metrolinx  
10 Bay St | Toronto | Ontario | M5J 2W3  
C: 416.274.3676



## **Community Stakeholders and Groups**

- **Native Women's  
Resource Centre**

**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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**From:** Indigenous Relations  
**Sent:** Friday, September 25, 2020 11:35 AM  
**To:** [REDACTED]  
**Subject:** The Ontario Line project

Aanii [REDACTED],

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Miigwetch!

**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office

Metrolinx  
10 Bay St | Toronto | Ontario | M5J 2W3  
C: 416.274.3676





## Community Stakeholders and Groups

- Nishnawbe Homes

**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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**From:** [REDACTED]  
**Sent:** September-29-20 7:32 AM  
**To:** Indigenous Relations  
**Subject:** RE: The Ontario Line project

Aanii Aaron,

I hope you and those in your bubble are well and safe. Thank you for the update on the work being done on the Ontario Line. It is exciting to know future plans to have areas of the city connected with Toronto's core. I have registered for updates as many members of my family will be affected with the new line.

Again, thanks for the information and stay well.

Baamaapii,

[REDACTED]

---

**From:** Indigenous Relations [<mailto:IndigenousRelations@metrolinx.com>]  
**Sent:** September 25, 2020 11:37 AM  
**To:** [REDACTED]  
**Subject:** The Ontario Line project

Aanii [REDACTED],

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**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office

Metrolinx

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## **Community Stakeholders and Groups**

- **Ontario Aboriginal HIV/  
AIDS Strategy**

**From:** [Indigenous Relations](#)  
**To:** [REDACTED]  
**Cc:** [Ontario Line](#)  
**Subject:** The Ontario Line project  
**Date:** Friday, September 25, 2020 11:41:20 AM  
**Attachments:** [image003.png](#)

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Aanii!

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Miigwetch!

**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office

Metrolinx

10 Bay St | Toronto | Ontario | M5J 2W3

C: 416.274.3676



## **Community Stakeholders and Groups**

- **Pape Area Concerned  
Citizens for Transit**

**From:** [REDACTED]  
**Sent:** October 15, 2020 8:55 AM  
**To:** Josh Vandezande <Josh.Vandezande@metrolinx.com>

[REDACTED] Ontario Line  
<ontarioline@metrolinx.com>  
**Subject:** Re: Ontario Line update

Hi Josh,  
Please thank your team for taking the time to meet with us.  
We look forward to continuing discussions in the upcoming weeks.

What timeline targets did you want to set for some of the open issues (time and fiscal data for non-Minton PI bridge routes, goodwill gestures to our community for construction hardships, etc)?

On Wed, Oct 7, 2020 at 8:06 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Thanks [REDACTED],

We will hold 7-8:30pm on October 14<sup>th</sup> and wait to hear back from you.

In terms of communication with property owners, no expropriation notices have gone out as we're still determining exact property requirements.

Earlier this week, we delivered and mailed letters to property owners along Pape, Minton Place and Hopedale Avenue to advise them that, based on the proposed alignment we would be sharing with the public in the coming days, we anticipated that their property would be needed to accommodate the construction of the Ontario Line. Letters were sent to owners of four residential properties and 26 commercial properties.

It is important to note that this letter is not the commencement of any formal acquisition process. We are contacting property owners to ensure they are aware of the project and the implications it may have on their property. The letter included our contact information so that they can contact us directly with any questions. Once property requirements are confirmed, Metrolinx will reach out to impacted property owners to advise of the requirements and commence acquisition attempting to reach an amicable agreement. Expropriation is considered a backstop measure, and where expropriation is initiated, Metrolinx will follow the requirements of the Expropriations Act.

We are committed to working closely with impacted property owners to reach mutually beneficial agreements for any properties that are required to deliver the project. We will keep the lines of communications open and impacted property owners informed from



planning and design through construction, as we move forward with the Ontario Line.

Respecting that this is a sensitive issue for the individuals whose properties may be affected and that each situation is unique, we will not be providing a list of specific properties and will continue to focus on providing individualized, direct support to anyone who may be affected.

We look forward to meeting with you next week.

Josh

**From:** [REDACTED] <[REDACTED]@fo>  
**Sent:** Tuesday, October 06, 2020 12:51 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** [REDACTED]  
Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line update

Evening tends to be better.

Also, can you please provide to us (this week, ideally) the number of homes that will be expropriated, the number of homes that received notification of expropriation (hearing some homes received it already) and the addresses that will be expropriated?

Thanks

On Tue, Oct 6, 2020 at 10:25 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Understood. I'll see what time I can make the team available on the 14<sup>th</sup>. Is afternoon or evening better for you?

Also, the north segment content is now live on the website.

Josh

**From:** [REDACTED]  
**Sent:** Monday, October 05, 2020 6:46 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** [REDACTED]  
Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line update

Hi Josh,

Thanks for the heads up.

Our executive committee has a meeting tomorrow night. The Metrolinx release will obviously be at the top of our agenda.

It would be a disservice to our neighbours to engage with Metrolinx before engaging with the very people we represent. While we welcome a meeting with

Metrolinx, it would have to be after we've heard back from our neighbours, formulated their thoughts and, also, after Paula Fletcher's Zoom meeting. How does Ontario 14 sound?

On Mon, Oct 5, 2020 at 6:16 PM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hello PACCT,  
The Ontario Line North segment Neighbourhood Update will be posted on our Engage website tomorrow. I'll send you another message once everything is up. We would like to setup some time to connect with the four of you, answer questions and discuss next steps on engaging with your members.

Are you available Wednesday at 3pm or would a time later in the week be preferable?

Josh

**Josh Vandezande**  
**Senior Manager of Community Relations - Ontario Line**  
**Metrolinx: connecting our communities**  
**Mobile: 437-218-5436**

---

**From:** Josh Vandezande  
**Sent:** Thursday, September 17, 2020 8:40 AM  
**To:** [REDACTED]  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Ontario Line update

Hello PACCT,

Today, Metrolinx is releasing the Ontario Line Environmental Conditions Report for public review and feedback. We will also be updating our website with the latest information for the public about procurement and project timelines. Over the coming weeks, we will be posting Neighbourhood Updates to share progress as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

The information for the Pape area will be posted in early October and the Ontario Line team would appreciate the opportunity to meet with again with PACCT at that time. I'll get in touch with you to propose some dates soon and we can discuss an agenda for the meeting.

Finally, I wanted to take this opportunity to e-introduce you to Gurjeet Kaur and Vanessa Cheng who have joined the Ontario Line Community Relations Team. For consistency and to keep things easy for the community, the Ontario Line team all works from the one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). Gurjeet and Vanessa are available to support you and your members with any questions you may have.

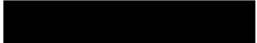
We look forward to connecting with you soon.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436


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--

  
Executive Committee,  
**Pape Area Concerned Citizens for Transit**  
[www.pacct.info](http://www.pacct.info)

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--

  
**Pape Area Concerned Citizens for Transit**  
[www.pacct.info](http://www.pacct.info)



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**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Sent:** October 14, 2020 11:20 AM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
[REDACTED] Ontario Line <ontarioline@metrolinx.com>  
**Subject:** RE: Ontario Line update

No problem, [REDACTED]. We hoped to spend most of the time on your questions anyway. We'll have good representation from our team on the line.

In terms of the ECR, it is intended to establish baseline of conditions across the entire alignment and only includes a preliminary sense potential impacts which are fully explored in the Environmental Impact Assessment Report, currently anticipated for early 2021.

We'll leave the Teams option in case anyone wants to use it as we'll be sharing slides on our screen but it's the same information available on our website and the dial-in number integrates with Teams.

Speak to you this evening.

Josh

**From:** [REDACTED]  
**Sent:** Tuesday, October 13, 2020 10:26 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** [REDACTED]  
[REDACTED]; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line update

Hi Josh,  
Thanks for sending the agenda. Here are our amendments that we're requesting.  
Our group has reviewed the latest EA report; due to time constraints, we will be focusing on specific questions we have about the EA.  
We would like to focus on the tunnel location, bridge information, expropriation timelines, environmental implications and what Metrolinx is planning to do to minimize impact and devastation to our community.  
If we have time, we can discuss information regarding the Pape area.

A teleconference option may be best since I don't think any of us use Microsoft Teams.

Thanks

On Tue, Oct 13, 2020 at 7:41 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hello [REDACTED]

Here's a proposed agenda and Microsoft Teams meeting information as well as a teleconference option for those that prefer it. We'll move quickly through our material to allow maximum time for your questions.

- Update on procurement process and project timeline
- Update on EA process and the draft Environmental Conditions Report (currently posted for public review)
- Review of latest public information on Pape area
- Discussion

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

**From:** [REDACTED]  
**Sent:** Wednesday, October 07, 2020 11:27 AM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>

**Cc:** [REDACTED]  
[REDACTED] Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Re: Ontario Line update

Let's confirm.

Please send us your proposed agenda and talking points. Thanks

---

**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>

**Sent:** September 24, 2020 7:10 AM

**To:** [REDACTED]

[REDACTED]  
[REDACTED] Ontario Line <ontarioline@metrolinx.com>

**Subject:** RE: Ontario Line update

Hi [REDACTED]

Yes, we will have more specifics to share about the route, including detailed maps of each station area similar to the attached one for King/Bathurst. While not all property impacts have been finalized, we will be able to speak to some of those details when we meet with PACCT in October.

In terms of 15% design, that will actually be the next stage – something that we expect to be in a position to share later this year. As you may know, the development of a reference concept design (RCD) advances engineering concepts to a point, roughly 10-15%, that allows Metrolinx to develop a baseline construction schedule, cost estimates, engage with stakeholders and the public to solicit feedback. The RCDs are also used to both develop the Project Specific Output Specifications (PSOS), and demonstrate that there is a feasible design solution based on the requirements of the PSOS.

-

We expect to have concepts to share before the end of 2020 but because procurement for the North segment (Gerrard through Science Centre) will not begin until after the South contract is awarded, not all of RCD for the North contract will be completed along the same timelines.

We are looking forward to meeting with you again as well. I'll send over some proposed dates next week.

Josh

---

**From:** [REDACTED]

**Sent:** Thursday, September 24, 2020 9:51 AM

**To:** Josh Vandezande

**Cc:** [REDACTED] Ontario Line

**Subject:** Re: Ontario Line update

Hi Josh,

Thanks for this information!

I am also wondering if the 15% design drawings will also be released. Metrolinx had shared that we would also have more specifics regarding the route line/location and the how that pertains to the expropriation of specific homes.

Looking forward to our meeting!



Sent from my iPhone

On Sep 17, 2020, at 8:40 AM, Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hello PACCT,

Today, Metrolinx is releasing the Ontario Line Environmental Conditions Report for public review and feedback. We will also be updating our [website](#) with the latest information for the public about procurement and project timelines. Over the coming weeks, we will be posting Neighbourhood Updates to share progress as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

The information for the Pape area will be posted in early October and the Ontario Line team would appreciate the opportunity to meet with again with PACCT at that time. I'll get in touch with you to propose some dates soon and we can discuss an agenda for the meeting.

Finally, I wanted to take this opportunity to e-introduce you to Gurjeet Kaur and Vanessa Cheng who have joined the Ontario Line Community Relations Team. For consistency and to keep thing easy for the community, the Ontario Line team all works from the one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). Gurjeet and Vanessa are available to support you and your members with any questions you may have.

We look forward to connecting with you soon.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities



## **Community Stakeholders and Groups**

- **Pape Village BIA**

---

**From:** [REDACTED]  
**Sent:** October 19, 2020 12:33 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: Request for Presentation Annual General Meeting

Hello,

Thank you for your email. I would estimate about 20 minutes. Please let me know your thoughts.

Regards,

[REDACTED]

On Thursday, October 8, 2020, 02:28:38 p.m. EDT, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED]

Thank you for inviting our team to present at your virtual AGM on November 4<sup>th</sup> at 10am. In order to help schedule this, can you clarify how long we would have on the agenda?.

We will get back to you shortly to confirm our availability.

Best,

**Daryl Gonsalves**

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities



---

**From:** [REDACTED]  
**Sent:** Thursday, October 08, 2020 10:36 AM  
**To:** Ontario Line  
**Subject:** Request for Presentation Annual General Meeting

Hello,

The Pape Village BIA will be hosting it's virtual annual general meeting on November 4th at 10am. We would like to request the attendance of a representative from your team to provide an update and answer any questions our member businesses may have. Please let me know if you have any questions and whether you can fill this request.

Thank you,

[REDACTED]

Coordinator

**Pape Village BIA** | [REDACTED]

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## **Community Stakeholders and Groups**

- **Queen Street West BIA**

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**From:** Ontario Line

**Sent:** September 25, 2020 12:28 PM

**To:** [REDACTED]

**Subject:** Ontario Line update: Downtown neighbourhood update released

Dear Queen Street West BIA,

I hope this message finds you well. I am reaching out again to update you on this week's neighbourhood update. Today, Metrolinx released more information about the Downtown section of the Ontario Line (Osgoode to Don Yard).

**We invite your members to [read our blog](#) post about this week's Downtown neighbourhood update and [visit our website for more information](#).**

I would also like to introduce my colleague Bismah and fellow Ontario Line Community Relations Team Member who is the lead for the Osgoode and Queen station areas. For consistency and ease of communications with the community, our team all works from this one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). Please reach out to myself or Bismah at any time.

In case you or your members have not had the opportunity to sign up yet, I would like to again encourage you to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).

Caitlin

The Ontario Line Community Relations team



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## **Community Stakeholders and Groups**

- **Riverside BIA**

---

**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>

**Sent:** October 19, 2020 10:22 AM

**To:** [REDACTED] Ontario Line <ontarioline@metrolinx.com>

**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED] Councillor Fletcher

<councillor\_fletcher@toronto.ca>; Laura Anonen <Laura.Anonen@toronto.ca>; Julie Dabrusin <Julie.Dabrusin@parl.gc.ca>; Tabuns - CO, Peter <tabunsp-co@ndp.on.ca>; [REDACTED]  
[REDACTED]

**Subject:** RE: Riverside BIA Comments re Metrolinx Oct 2020 Env't Conditions and Neighbourhood Updates

Thanks, received and shared with the Environmental team.

**From:** [REDACTED]

**Sent:** Saturday, October 17, 2020 9:31 AM

**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED] Councillor Fletcher

<[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)>; Laura Anonen <[Laura.Anonen@toronto.ca](mailto:Laura.Anonen@toronto.ca)>; Julie Dabrusin <[Julie.Dabrusin@parl.gc.ca](mailto:Julie.Dabrusin@parl.gc.ca)>; Tabuns - CO, Peter <[tabunsp-co@ndp.on.ca](mailto:tabunsp-co@ndp.on.ca)>; [REDACTED]  
[REDACTED]

**Subject:** Riverside BIA Comments re Metrolinx Oct 2020 Env't Conditions and Neighbourhood Updates

To Josh and the Metrolinx Ontario Line team,

On behalf of the Riverside BIA Board of Directors, please find attached a letter from our Co-Chair [REDACTED] with feedback and comments regarding Metrolinx's October 2020 Environmental Conditions Reports and Neighbourhood Updates for the Ontario Line.



The Riverside BIA looks forward to continued dialogue with regard to these matters.

Best,



photo



Executive Director, Riverside BIA



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---

**From:** [REDACTED]  
**Sent:** October 5, 2020 12:51 PM  
**To:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Cc:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Re: Trees over hanging south side Queen

That sounds good, and of course with a focus on our area for all of the items.

Thanks,  
[REDACTED]

photo



[REDACTED]  
Executive Director, Riverside BIA



Create your own [WiseStamp email signature](#)

On Mon, Oct 5, 2020 at 11:06 AM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Thanks for the update.

In terms of an agenda, we were thinking about the following:

- Update on procurement process and project timeline
- Update on EA process and the draft Environmental Conditions Report currently posted for public review
- Latest information on the Joint Corridor and Leslieville Station (all stations names subject to change)
- Discussion

Let me know if there is anything else we should include in the agenda.

Thanks  
Josh

**From:** [REDACTED]  
**Sent:** Friday, October 02, 2020 1:17 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Trees over hanging south side Queen

Hi Josh,  
oct 8

Just following up as it looks like our anticipated Board members joining the Oct 8 meeting will be:

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- Councillor Fletcher (and/or staff from her office)

We will also have MPP Tabuns joining - I think he can only join the first 15 - 20 min though.

We will be reviewing the materials you shared and I'm sure there will many points of discussion.

Thanks again for arranging,

Thanks,

[REDACTED]



[REDACTED]  
Executive Director, Riverside BIA  
[REDACTED]



[Create your own WiseStamp email signature](#)

On Wed, Sep 30, 2020 at 1:03 PM Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi,

Here's the link to the Microsoft Team meeting and a dial in number for those who prefer that option. We will be sharing slides on the screen but they will mostly consist of material that has been posted on our website about the [East segment](#) of the Ontario Line. We look forward to the discussion.

[REDACTED]

Thanks again for letting us know about the window ☹ We got it boarded up and are waiting on a quote for a replacement window.

Josh

**From:** [REDACTED]  
**Sent:** Tuesday, September 29, 2020 9:46 AM  
**To:** Josh Vandezande  
**Cc:** Ontario Line  
**Subject:** Re: Trees over hanging south side Queen

Hi Josh- thanks for the updates.

Please book the October 8th from 3-4pm. Pls advise me of information for our Board members to join. I'll send that out as soon as I receive it and I'll confirm a list of those who will join.

[REDACTED]

On Tue., Sep. 29, 2020, 6:41 a.m. Josh Vandezande, <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED],

Sorry for the delay in getting the tree overgrowth taken care of. We had to do some coordination between Metrolinx and city staff to tackle things from both sides of the fence but things should be looking better by the end of the week. Nicolas in Councillor Fletcher's office is helping with the request on the city side.

Today we're going to be releasing more information on our website about the Ontario Line in your neighbourhood and I was wondering whether the BIA would be available on Friday, October 2 from 1-2pm or Thursday, October 8 from 3-4pm for another virtual meeting with the Ontario Line team.

Let us know what works for you.

Josh

**From:** [REDACTED]  
**Sent:** Friday, September 18, 2020 2:05 PM  
**To:** Josh Vandezande  
**Cc:** Ontario Line  
**Subject:** Re: Trees over hanging south side Queen

Hi Josh,

Hi [REDACTED], good to be in touch.

Thanks for the response about the trees and appreciate that you will get it taken care of in the next little while.

Regarding the next virtual meeting with the Riverside BIA Board of Directors, yes, if you can send the suggested dates I will find out what works best for the most folks.

Have a good weekend,

[REDACTED]

[REDACTED]

Executive Director, Riverside BIA

[REDACTED]

-  
-  
-  
-

On Fri, Sep 18, 2020 at 12:05 AM Josh Vandezande  
<[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Hi [REDACTED].

[Thanks for passing this along. We're looking into getting it taken care of.](#)

-  
[Your email was very timely. I was going to write to you this morning to share an Ontario Line update:](#)

-  
[Today, Metrolinx will be releasing the Ontario Line Environmental Conditions Report for public review and feedback. We will also be updating our website with the latest information for the public about procurement and project timelines. Over the coming weeks, we will be posting Neighbourhood Updates to share progress as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.](#)

-  
[The Ontario Line team would appreciate the opportunity to meet with again with the Riverside BIA. In addition to a discussion of the ECR, we can review updated information that will be posted for the joint corridor/Riverside area towards the end of the month. I'll get in touch with you with some proposed dates soon.](#)

-  
[In the meantime, please encourage your members to visit our \[website\]\(#\) to learn about and provide feedback on the Environmental Conditions Report and other Ontario Line details. We will be sending you updates and issuing our e-newsletter as new information is posted.](#)

-  
[Finally, I wanted to take this opportunity to e-introduce you to Simon Granat](#)

who has joined the Ontario Line Community Relations Team. Simon will be the Riverside area contact, working with Lancefield who is leading BIA engagement. For consistency and to keep thing easy for the community, the Ontario Line team all works from the one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). I'm not going anywhere but wanted you to get to Simon who is also available to answer questions and figure out who can trim some trees!

-  
[We look forward to connecting with you soon.](#)

-  
[Josh](#)

-  
**From:** [REDACTED]  
**Sent:** Wednesday, September 16, 2020 9:54 PM  
**To:** Josh Vandezande  
**Subject:** [Trees over hanging south side Queen](#)

-  
[Hi Josh - I hope you're well. I've been meaning to get in touch about this streetscape issue - basically we'd like to request the trees within the fenced in area around the rail bridge, which we understand to be owned by Metrolinx, be trimmed/maintained asap. Trees are now very overgrown and overhanging quite low over the sidewalk on the south side of Queen.](#)

-  
[I've attached a photo - pls let me know if you can help direct this request.](#)

-  
[Many thanks,](#)

[REDACTED]  
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**From:** [Josh Vandezande](#)  
**To:** [REDACTED]; [Nicole Panchal](#)  
**Cc:** [REDACTED]  
**Subject:** RE: Riverside BIA - Stakeholder Group  
**Attachments:** [image001.png](#)

---

Thanks, [REDACTED].

[REDACTED], let me know if there is a good time to give you a call tomorrow.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



**From:** [REDACTED]  
**Sent:** Monday, May 25, 2020 3:41 PM  
**To:** Josh Vandezande; Nicole Panchal  
**Cc:** [REDACTED]  
**Subject:** Riverside BIA - Stakeholder Group

Hello Josh & Nicole: I had asked at our meeting with you on May 13th if you would be consulting Riverside/Leslieville stakeholder groups? One of the biggest groups is our Riverside BIA - and [REDACTED] is the Executive Director. She has reached out to me to find out who she needs to speak to at Metrolinx, because so far no one at Metrolinx has contacted our BIA.

I'm hoping you will reach out to her and connect as they have many questions that need answers about the coming construction on the OL.

Here is her contact information below.

[REDACTED]  
Executive Director, Riverside BIA

[REDACTED]

**Stay safe.**

LSE CAC

-

## **Community Stakeholders and Groups**

- **Sisters of St. Joseph Toronto**



---

**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>

**Sent:** September 22, 2020 12:29 PM

**To:** [REDACTED]

**Cc:** Ontario Line <ontarioline@metrolinx.com>

**Subject:** FW: Ontario Line update

Hi [REDACTED],

Just following up to find out if you and [REDACTED] are available September 29 at 1pm. Not sure who else you want to include in the meeting from your end but we'd like to share some of the details for the Leslieville station area in advance of a public update on our website the following day.

Thanks,  
Josh

---

**From:** Josh Vandezande

**Sent:** Thursday, September 17, 2020 8:49 AM

**To:** [REDACTED]

**Cc:** Ontario Line

**Subject:** Ontario Line update

Hi [REDACTED],

Today, Metrolinx is releasing the Ontario Line Environmental Conditions Report for public review and feedback. We have updated our [website](#) with the latest information for the public about procurement and project timelines. Over the coming weeks, we will be posting Neighbourhood Updates to share progress as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

We expect that the Neighbourhood Update for the joint corridor/Riverside/Leslieville area will be posted towards the end of the month and I was hoping we could find time for a few of us to meet with you and [REDACTED]. I'll get in touch with you soon with some proposed dates and an agenda.

Finally, I wanted to take this opportunity to e-introduce you to Simon Granat who has joined the Ontario Line Community Relations Team. Simon will be the main point of contact for the Leslieville station area. For consistency and to keep things easy for the community, the Ontario Line team all works from the one email address:

[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). I'm not going anywhere but wanted you to get to know Simon too.

We look forward to connecting with you soon.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



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## **Community Stakeholders and Groups**

- **St. Lawrence Market  
Neighbourhood BIA**

---

**From:** Ontario Line

**Sent:** September 23, 2020 1:40 PM

**To:** [REDACTED]

**Subject:** Ontario Line Update September 23 2020

Dear St. Lawrence Market Neighbourhood BIA,

We are writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Today, Metrolinx released the second segment of a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. This update focuses on the downtown segment of the Ontario Line, from Osgoode station through Don Yard. We invite your members to [read our blog](#) and [visit our website](#).

Last week, we also released the Ontario Line Draft Environmental Conditions Report for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. This is open to public feedback until October 17<sup>th</sup>.

Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We would welcome the opportunity to join any planned meetings your group is hosting over the next few months to meet with your group virtually, share more about the Ontario Line and answer any questions you may have. Given that major construction is not anticipated to begin until after the financial close is reached for the Southern Civil, Stations and Tunnel procurement package (projected for 2022), we will have many opportunities to connect and look forward to continuing to engage with your group.

In the meantime, please encourage your members to subscribe to our e-newsletter to stay

updated on the latest Ontario Line developments. The form to subscribe is located [here](#). Finally, we wanted to introduce ourselves. Our names are Bismah and Daryl and we are members of the Ontario Line Community Relations Team. Daryl is the lead for the Moss Park, Corktown and East Harbour Station areas. Bismah is the lead for the Osgoode and Queen Station areas. To keep consistency and simplicity for the community, our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

We look forward to connecting with you soon.

**The Ontario Line Community Relations Team**



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## **Community Stakeholders and Groups**

- **St. Lawrence Neighbourhood Association**

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**From:** Ontario Line

**Sent:** October 13, 2020 9:25 AM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: Ontario Line Update September 23 2020

Hi [REDACTED],

The project team is working on construction and staging plans and we expect to have more information later this year. Once released, we will certainly be seeking feedback on those plans from residents and business, particularly in neighbourhoods where there are heritage considerations. We look forward to discussing the recently posted update on the Ontario Line and will send a Microsoft teams invite shortly.

Best,

**Daryl Gonsalves**

Community Relations & Issues Specialist – Ontario Line



---

**From:** [REDACTED]

**Sent:** Monday, October 05, 2020 9:42 AM

**To:** Ontario Line

**Cc:** [REDACTED]

**Subject:** Re: Ontario Line Update September 23 2020

Hi Bismah

Let's do Oct 29 at 11am.

In particular, we'd like to understand plans for staging areas and consideration for heritage elements of the district.

Thanks,

[REDACTED]

[REDACTED]

President, SLNA

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** October 2, 2020 4:31 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** RE: Ontario Line Update September 23 2020

Hi [REDACTED],

We would be happy to meet with your board virtually to share information about the Ontario Line. I've checked with my team and would like to propose a few times:


Oct 29th at 11am or 3pm  
Nov 3rd at 11am or 3pm

Please let me know if any of these work on your end. I will send over an invite with details and a link to meet via Microsoft Teams once we have finalized the date and time.

I look forward to hearing from you.

Thank you!

Bismah

**Bismah Haq**  
Community Relations and Issues Specialist - Ontario Line  


---

**From:** [REDACTED]  
**Sent:** Thursday, October 01, 2020 9:09 AM  
**To:** Ontario Line  
**Cc:** [REDACTED]  
**Subject:** Re: Ontario Line Update September 23 2020

Hi Bismah

Can we please arrange a meeting with our board prior to a meeting with the larger association?

Thanks

[REDACTED]

SLNA | President



On Oct 1, 2020, at 09:07, Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hello [REDACTED] and [REDACTED],

We would be happy to participate in a meeting your group is hosting over the next few months to virtually meet you (whether that is the board members or the wider community), share more information about the Ontario Line and answer any questions you may have. Based on current availability, a late October / early November date would be preferred. In terms of format, we could start with a brief presentation by our team (with materials shared in advance), followed by time for a Q&A. This would be facilitated virtually by our team in line with the current public health guidelines.

Please let us know if this is of interest to you.

Thank you for your time and interest in the Ontario Line.

Best,

Bismah

**Bismah Haq**

Community Relations and Issues Specialist - Ontario Line

Metrolinx

<[image003.png](#)>

---

**From:** [REDACTED]  
**Sent:** Tuesday, September 29, 2020 5:36 PM  
**To:** [REDACTED]  
**Cc:** Ontario Line; Josh Vandezande; [REDACTED]  
**Subject:** Re: Ontario Line Update September 23 2020

Bismah and Daryl. It has a lovely little ring to it. What a huge project. Forgive any inexperience, but would it make sense to invite them first to one of our board meetings, so they are properly “heard” and then in future slot them in to a larger community meeting so they can make a presentation? This will all move slowly but inexorably.

[REDACTED]

Sent from my iPhone

On Sep 29, 2020, at 5:23 PM, [REDACTED] > wrote:

How can we move ahead with the engagement for the SLNA? What are the next steps?

[REDACTED]  
[REDACTED]  
President, SLNA

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** September 23, 2020 1:39 PM

**To:** [REDACTED]

**Subject:** Ontario Line Update September 23 2020

Dear St. Lawrence Neighbourhood Association,

We are writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

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Last week, we also released the Ontario Line Draft Environmental Conditions Report for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. This is open to public feedback until October 17<sup>th</sup>.

Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We would welcome the opportunity to join any planned meetings your group is hosting over

the next few months to meet with your group virtually, share more about the Ontario Line and answer any questions you may have. Given that major construction is not anticipated to begin until after the financial close is reached for the Southern Civil, Stations and Tunnel procurement package (projected for 2022), we will have many opportunities to connect and look forward to continuing to engage with your group.

In the meantime, please encourage your members to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).

Finally, we wanted to introduce ourselves. Our names are Bismah and Daryl and we are members of the Ontario Line Community Relations Team. Daryl is the lead for the Moss Park, Corktown and East Harbour Station areas. Bismah is the lead for the Osgoode and Queen Station areas. To keep consistency and simplicity for the community, our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

We look forward to connecting with you soon.

**The Ontario Line Community Relations Team**

<image002.png>

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## Community Stakeholders and Groups

- The 519

---

**From:** Ontario Line

**Sent:** September 23, 2020 1:38 PM

**To:** [REDACTED]

**Subject:** Ontario Line Update September 23 2020

Dear 519,

I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

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In the meantime, please encourage your members to subscribe to our e-newsletter to stay

updated on the latest Ontario Line developments. The form to subscribe is located [here](#). Finally, I wanted to introduce myself. My name is Daryl and I am part of the Ontario Line Community Relations Team. I'm the lead for the Moss Park, Corktown and East Harbour Station areas, but to keep consistency and simplicity for the community, our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

We look forward to connecting with you soon.

**The Ontario Line Community Relations Team**



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## **Community Stakeholders and Groups**

- **The Bentway Conservancy**

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**From:** Ontario Line

**Sent:** September 28, 2020 5:46 PM

**To:** [REDACTED]

**Subject:** RE: The Bentway and Ontario Line

Hi [REDACTED],

Thank you very much for confirming the meeting date and time for Monday, October 19 at 3 p.m. My apologies for the delay, the following members of our team will be joining the meeting including myself:

- Malcolm MacKay, Program Sponsor Ontario Line Project Subways, Planning Development
- Tyler Mayhew, Director Capital Communications - Subways, Capital Communications
- Josh Vandezande, Senior Manager Community Relations - Ontario Project Subways
- Lancefield Morgan, Team Lead Community Relations - Ontario Line

I will send along an invitation with details and a link to meet via Microsoft Team shortly. Do you want me to include any other email addresses on the meeting invitation?

Thanks again!

Caitlin

The Ontario Line Community Relations team



---

**From:** [REDACTED]

**Sent:** Monday, September 28, 2020 5:28 PM

**To:** Ontario Line



**Subject:** RE: The Bentway and Ontario Line

Hi Caitlin,

Monday, October 19<sup>th</sup> at 3:00 works best for us.

When you are able to let us know who we can meet with from your team, that would be great.

Many thanks,

Margaret

[REDACTED]  
**Manager, Planning and Design**  
[The Bentway Conservancy](#)

[REDACTED]  
*Effective September 21, 2020 our new office address is:*

[REDACTED]



---

**From:** [REDACTED]  
**Sent:** September 28, 2020 12:31 PM  
**To:** 'Ontario Line' <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: The Bentway and Ontario Line

Thanks Caitlin,

Those could work for our team, but a member of our Board is also interested in joining, so will get back to you shortly.

Could you let me know who we would be meeting with?

On our end, it would be our Co-executive Directors, [REDACTED] and [REDACTED], along with myself and [REDACTED] who sits on our Board.

[REDACTED]

---

**From:** Ontario Line [<mailto:ontarioline@metrolinx.com>]  
**Sent:** September 28, 2020 12:21 PM  
**To:** [REDACTED]  
**Subject:** RE: The Bentway and Ontario Line

Hi [REDACTED],

No problem! Would you and your team be available to meet either on Monday, October 19 at 3 p.m. or Tuesday, October 20 at 1 p.m.?

Caitlin

The Ontario Line Community Relations team



---

**From:** [REDACTED]  
**Sent:** Monday, September 28, 2020 10:15 AM  
**To:** Ontario Line  
**Subject:** RE: The Bentway and Ontario Line

Thank you Caitlin for your quick reply.

Unfortunately, our team has something from 2:30 – 4:00pm.

Is there a possibility of meeting either at 1:00 or 4:00 on the 16<sup>th</sup>? The morning of the 16<sup>th</sup> is also wide-open at the moment.

[REDACTED]

---

**From:** Ontario Line [<mailto:ontarioline@metrolinx.com>]  
**Sent:** September 28, 2020 10:10 AM  
**To:** [REDACTED]  
**Subject:** RE: The Bentway and Ontario Line

Good morning [REDACTED],

Thank you for reaching out about the Ontario Line! My name is Caitlin and I am part of the Ontario Line Community Relations Team. I am the lead for the Exhibition, King-Bathurst and Queen-Spadina station areas (but to keep consistency and simplicity for the community, our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)).

We would welcome the opportunity to meet virtually with you and your team at The Bentway, share more about the Ontario Line and answer any questions you may have. Does Friday, October 16 at 2 p.m. work for you for a virtual meeting? Please let us know and if this date and time works, we will send over an invitation with details to meet via Microsoft Teams.

Thank you again for reaching out. We look forward to hearing from you.

Caitlin

The Ontario Line Community Relations team



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**From:** [REDACTED]  
**Sent:** Friday, September 25, 2020 3:10 PM  
**To:** Richard Tucker; Malcolm Mackay  
**Subject:** The Bentway and Ontario Line

Hi Mr. Tucker and Mr. Mackay,

I am reaching out on behalf of The Bentway Conservancy to see if you, or someone from your teams would be available to meet with us for a bit of an information sharing session.

The Bentway is a unique and innovative public space that stretches from Strachan Avenue to Fort York Blvd., and is located on lands that are part of Fort York National Historic Site. The Bentway is maintained, operated, and programmed by The Bentway Conservancy. We offer year-round activities and events, including gardens, a skate trail, recreational amenities, public art, special exhibitions, festivals, theatre and musical performances, and more.

<https://www.thebentway.ca/about/>

We would love to meet and discuss our long-term growth plans, and opportunities for linkages and synergies between our two projects.

I was actually in the Sponsor Office, under Helena Ashberry before joining the Bentway team, and know all the great work your team is doing, and that time is a precious commodity!

If there is someone else I should reach out to, I am happy to do so.

Many thanks,

[REDACTED]

[REDACTED]  
**Manager, Planning and Design**  
[The Bentway Conservancy](#)

[REDACTED]

*Effective September 21, 2020 our new office address is:*

[REDACTED]



## **Community Stakeholders and Groups**

- **The Friends of Fort York and Garrison Common**

---

**From:** Ontario Line  
**Sent:** September 17, 2020 3:48 PM  
**To:** [REDACTED]  
**Subject:** Ontario Line update - meeting request

Dear The Friends of Fort York and Garrison Common,  
I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Today, Metrolinx released the Ontario Line Draft Environmental Conditions Report for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. We also began a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. **We invite your members to [read our blog](#) and [visit our website](#).**

Typically, we would be conducting open houses in neighbourhoods

along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. **We would welcome the opportunity to meet with your group virtually, share more about the Ontario Line and answer any questions you may have.** Please let me know if there is an opportunity to participate in an upcoming meeting or set up a call with our team.

We encourage people to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).

Finally, I wanted to introduce myself. My name is Caitlin and I am part of the Ontario Line Community Relations Team. I'm the lead for the Exhibition, King-Bathurst and Queen-Spadina station areas, but to keep consistency and simplicity for the community, our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). Please reach out at any time.

We look forward to connecting with you soon.

Caitlin

The Ontario Line Community Relations team



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## **Community Stakeholders and Groups**

- **The Neighbourhood Organization (TNO)**

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**From:** [REDACTED]  
**Sent:** October 14, 2020 4:05 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** [REDACTED]  
**Subject:** Re: Call next week about Ontario Line virtual community meeting

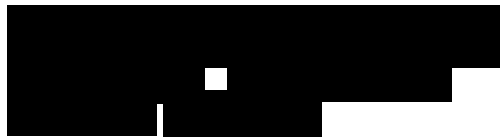
Thank you Siva, see you then!

On Wed, Oct 14, 2020, 3:59 PM Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)> wrote:

Hi [REDACTED] and [REDACTED],

Wonderful, let's meet at 10am on Tuesday, October 20. See below for the Teams link for the video call, as well as the dial-in number if you prefer to join by phone.

In the meantime, the [North segment Neighbourhood Update](#) on our website has the latest maps and information for the Thorncliffe and Flemingdon areas.



Looking forward to meeting you both!  
Siva

**From:** [REDACTED]  
**Sent:** Tuesday, October 13, 2020 8:39 PM  
**To:** [REDACTED]  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Call next week about Ontario Line virtual community meeting

Hi Siva,

Either time on Tuesday, October 20th works for me.

Best Regards,



On Tue, Oct 13, 2020 at 8:28 PM [REDACTED] wrote:

Hi Siva



Thanks for your message below

I'll be available Tuesday October 20<sup>th</sup> 10 am or 3 pm

Looking forward to it!

Best,

■

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** October 13, 2020 8:22 PM

**To:** ■ ■

**Subject:** Call next week about Ontario Line virtual community meeting

Hi ■ and ■,

We'd love to set up a 30min call to chat about co-hosting a future virtual community meeting about the Ontario Line. We'd also love to discuss other ideas to reach the Thorncliffe Park and Flemingdon Park communities during COVID-19, and hear your thoughts.

Do any of the following windows work? Other members of the TNO team would also be welcome.

- Monday, October 19 between 9am and 11am
- Tuesday, October 20 between 10am and 1pm
- Tuesday, October 20 between 3pm and 5pm

Thanks, and looking forward to meeting,  
Siva

**SIVAHAMI VIJENTHIRA**

Ontario Line Community Relations Team

■

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This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error, please let us know by email reply and delete it from your system; you may not copy this message or disclose its contents to anyone. Please note that any views or opinions presented in this email are solely those of the author and do not necessarily represent those of the organization. Finally, the recipient should check this email and any attachments for the presence of viruses. The organization accepts no liability for any

---

**From:** Ontario Line  
**Sent:** September 30, 2020 11:00 AM  
**To:** [REDACTED]  
**Subject:** Ontario Line - updated information

Dear TNO,

We're writing on behalf of Metrolinx and its Community Relations team to share updated information about the Ontario Line project.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest, with 15 potential stations.

Our [website](#) was recently updated with:

- the Ontario Line Draft Environmental Conditions Report
- Neighbourhood Updates for the west, downtown, and east segments of the line – the north segment will be posted soon
- a project timeline and procurement details.

Please [read our blog](#) and [sign up for our e-newsletter](#) to learn more.

Please share this information with your contacts and community. If you have any questions, please email [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) or submit your question through our website above.

Thank you,  
The Ontario Line Community Relations Team



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## **Community Stakeholders and Groups**

- **Thorncliffe Park Community Association**

---

**From:** Ontario Line

**Sent:** September 30, 2020 11:00 AM

**To:** [REDACTED]

**Subject:** Ontario Line - updated information

Dear [REDACTED],

Thanks so much confirming your email and phone number a couple of weeks ago on behalf of the Thorncliffe Park Community Association. As promised, we're writing on behalf of Metrolinx and its Community Relations team to share updated information about the Ontario Line project.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest, with 15 potential stations.

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- a project timeline and procurement details.

Please [read our blog](#) and [sign up for our e-newsletter](#) to learn more.

Please share this information with your contacts and community. If you have any questions, please email [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) or submit your question through our website above.

Thank you,

The Ontario Line Community Relations Team



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## **Community Stakeholders and Groups**

- **Thorncliffe Park Women's Committee**

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**From:** Ontario Line  
**Sent:** September 30, 2020 11:00 AM  
**To:** [REDACTED]  
**Subject:** Ontario Line - updated information

Dear Thorncliffe Park Women's Committee,

We're writing on behalf of Metrolinx and its Community Relations team to share updated information about the Ontario Line project.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest, with 15 potential stations.

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Please share this information with your contacts and community. If you have any questions, please email [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) or submit your question through our website above.

Thank you,  
The Ontario Line Community Relations Team



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## **Community Stakeholders and Groups**

- **Thornccliffe Soccer Club**

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**From:** Ontario Line  
**Sent:** September 30, 2020 11:01 AM  
**To:** [REDACTED]  
**Subject:** Ontario Line - updated information

Dear Thorncliffe Soccer Club,

We're writing on behalf of Metrolinx and its Community Relations team to share updated information about the Ontario Line project.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest, with 15 potential stations.

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Please share this information with your contacts and community. If you have any questions, please email [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) or submit your question through our website above.

Thank you,  
The Ontario Line Community Relations Team



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## **Community Stakeholders and Groups**

- **Toronto Aboriginal  
Support Services  
Council**

**From:** [Indigenous Relations](#)  
**To:** [REDACTED]  
**Cc:** [Ontario Line](#)  
**Subject:** The Ontario Line project  
**Date:** Friday, September 25, 2020 11:30:50 AM  
**Attachments:** [image003.png](#)

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Aanii [REDACTED],

I am writing on behalf of Metrolinx and its Community Relations team for the Ontario Line to share some information about the Ontario Line project and to find out how we can work with your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

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In the meantime, please encourage your members to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).  
Miigwetch!

**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office

Metrolinx

10 Bay St | Toronto | Ontario | M5J 2W3

C: 416.274.3676



## **Community Stakeholders and Groups**

- **Toronto and York  
Region Métis Council**

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**From:** [REDACTED]  
**Sent:** September-25-20 12:56 PM  
**To:** Indigenous Relations  
**Subject:** Re: The Ontario Line project

[REDACTED] not sure if you can put the link on our facebook, you can try ???

---

**From:** Indigenous Relations <[IndigenousRelations@metrolinx.com](mailto:IndigenousRelations@metrolinx.com)>  
**Sent:** September 25, 2020 11:40 AM  
**To:** [REDACTED]  
**Subject:** The Ontario Line project

Aanii [REDACTED],

I am writing on behalf of Metrolinx and its Community Relations team for the Ontario Line to share some information about the Ontario Line project and to find out how we can work with your organization as the project moves along.

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In the meantime, please encourage your members to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).  
Miigwetch!

**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office

Metrolinx

10 Bay St | Toronto | Ontario | M5J 2W3

C: 416.274.3676



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## **Community Stakeholders and Groups**

- **Toronto Community Housing**

---

**From:** Ontario Line

**Sent:** October 5, 2020 1:31 PM

**To:** [REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** Engagement on the Ontario Line

Hello Toronto Community Housing

I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to discuss how we stay in touch as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Our [website](#) was recently updated with:

- the Ontario Line Draft Environmental Conditions Report
- Neighbourhood Updates
- a project timeline and procurement details.

Metrolinx recognizes that a number of TCHC buildings are close to the proposed alignment and we want to make sure that the relevant staff in those buildings are getting our blog/construction updates. We would also like to engage with residents in those communities and would appreciate some suggestions on how best we do that. We encourage you, your staff and residents to [read our blog](#) and [sign up for our e-newsletter to learn more](#).

We would welcome the opportunity to meet with you all virtually and share more about the Ontario Line and answer any questions you may have. We would like to set-up a virtual meeting at the end of October to continue this conversation.

Regards

**Lancefield Morgan**

Team Lead - Ontario Line

## **Community Stakeholders and Groups**

- **Toronto Council Fire  
Native Cultural Centre**



**From:** [Indigenous Relations](#)  
**To:** [Ontario Line](#)  
**Subject:** FW: The Ontario Line project  
**Date:** Friday, September 25, 2020 1:17:57 PM  
**Attachments:** [image003.png](#)

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**From:** Indigenous Relations  
**Sent:** Friday, September 25, 2020 11:38 AM  
**To:** [REDACTED]  
**Subject:** The Ontario Line project

Aanii [REDACTED],

I am writing on behalf of Metrolinx and its Community Relations team for the Ontario Line to share some information about the Ontario Line project and to find out how we can work with your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Metrolinx is releasing a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. We invite your members to [read our recent blogs](#) and [visit our website](#).

Last week, we also released the [Ontario Line Draft Environmental Conditions Report](#) for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. This is open to public feedback until October 17<sup>th</sup>.

Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We would welcome the opportunity to join any planned meetings your group is hosting over the next few months to meet with your group virtually, share more about the Ontario Line and answer any questions you may have.

In the meantime, please encourage your members to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).  
Miigwetch!

**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office

Metrolinx  
10 Bay St | Toronto | Ontario | M5J 2W3  
C: 416.274.3676



## **Community Stakeholders and Groups**

- **Toronto Entertainment District  
BIA**

---

**From:** Ontario Line

**Sent:** October 6, 2020 10:44 AM

**To:** [REDACTED]

**Cc:** [REDACTED]  
[REDACTED]

**Subject:** RE: Checking-in ahead of tomorrow's meeting: discussion items

Hi [REDACTED],

I hope you have been well! I wanted to follow up and thank you and your team for meeting with us last Friday. It was a pleasure to meet you all and we appreciated having the opportunity to introduce ourselves and provide an update on the Ontario Line.

As promised, I am writing to pass on the link to our community notices page. We issue community notices ahead of any construction work related to the Ontario Line including distributing physical notices to residents and businesses close to the area the work is taking place. I will keep an eye on upcoming notices and endeavor to send them to your BIA for work happening within the area you represent.

You can also find all of our community notices posted publicly [here](#) on our website.

Thank you again for taking the time to meet with us. I will continue to keep you updated but please do not hesitate to reach out at any time if you have questions.

Caitlin

The Ontario Line Community Relations team



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**From:** [REDACTED]

**Sent:** Thursday, October 01, 2020 2:46 PM

**To:** Ontario Line

**Cc:** [REDACTED]

**Subject:** RE: Checking-in ahead of tomorrow's meeting: discussion items

Hi Caitlin,

Thank you for your email!

We are very excited for our call with you tomorrow.

We're actually hoping to get an overview of where you are at with the project with a focus on your plans that impact our area along Bathurst St.

Thank you,

[REDACTED]

[REDACTED] | Executive Assistant  
Toronto Entertainment District BIA

[REDACTED]

[Website](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** October 1, 2020 11:40 AM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** Checking-in ahead of tomorrow's meeting: discussion items

**Importance:** High

Hi [REDACTED],

I hope you have been well! We are excited to meet with you and the Toronto Entertainment District BIA team tomorrow morning at 11 a.m. We wanted to check-in ahead of our discussion and ask if there are any particular issues or areas of focus you would like to discuss tomorrow. Having a sense of what you are interested in discussing will help us to determine if we should bring in any additional team members to speak to your priority items. I apologize for the short notice, but if you are able to let us know as soon as possible we would greatly appreciate it.

Thank you very much for your time and assistance. We look forward to hearing from you!

Caitlin

The Ontario Line Community Relations team



---

**From:** Ontario Line

**Sent:** September 18, 2020 3:30 PM

**To:** [REDACTED]

**Cc:** [REDACTED]

**Subject:** RE: Add to Communications List & Phone Call Request - Metrolinx w TEDBIA re: Introductory Call

Hi [REDACTED],

Thank you so much for your quick reply! I can confirm that I have added your team's contact details to our records for future communications (I would also encourage you and your team to sign up [here](#) for our e-newsletter if you haven't already).

We are looking at next Friday, September 25 to see if that works, but we are also awaiting confirmation from some of our internal team members to ensure that they will be able to join.

If this does not work for your team or on our end, we will schedule an alternative date to connect. We will be in touch as soon as possible to follow up.

Thank you so much again for your time and interest in the Ontario Line. I hope you have a great weekend!

Caitlin

The Ontario Line Community Relations team



---

**From:** [REDACTED]

**Sent:** Thursday, September 17, 2020 4:33 PM

**To:** Ontario Line

**Cc:** [REDACTED]

**Subject:** Add to Communications List & Phone Call Request - Metrolinx w TEDBIA re: Introductory Call

Hi Caitlin,

Thank you for this update!

I was wondering if you're be able to add our BIA team below to your communications list?

Also, I wanted to check if we can set up a call with you maybe late next week or the week after?  
Please let me know of your availability and I can send the invite.

**TEDBIA Team:**

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

Thank you,

[REDACTED]

[REDACTED] Executive Assistant  
Toronto Entertainment District BIA

[REDACTED]  
[Website](#) | [Facebook](#) | [Twitter](#) | [Instagram](#)

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Date:** September 17, 2020 at 3:33:03 PM EDT

**To:** [REDACTED]

**Subject:** Ontario Line update - meeting request

Dear Toronto Entertainment District BIA,

I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new

connections to GO train lines and existing subway and streetcar lines.

Today, Metrolinx released the Ontario Line Draft Environmental Conditions Report for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. We also began a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. **We invite your members to [read our blog](#) and [visit our website](#).**

Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings.

**We would welcome the opportunity to meet with your group virtually, share more about the Ontario Line and answer any questions you may have.** Please let me know if there is an opportunity to participate in an upcoming meeting or set up a call with our team.

We encourage people to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).

Finally, I wanted to introduce myself. My name is Caitlin and I am part of the Ontario Line Community Relations Team. I'm the lead for the Exhibition, King-Bathurst and Queen-Spadina station areas, but to keep consistency and simplicity for the community, our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). Please reach out at any time. We look forward to connecting with you soon.

Caitlin

The Ontario Line Community Relations team



## **Community Stakeholders and Groups**

- **Toronto Entertainment District Residents Association**

---

**From:** Ontario Line

**Sent:** September 23, 2020 1:42 PM

**To:** [REDACTED]

**Subject:** Ontario Line Update September 23 2020

Dear Toronto Entertainment District Residents Association,

I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Today, Metrolinx released the second segment of a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. This update focuses on the downtown segment of the Ontario Line, from Osgoode station through Don Yard. We invite your members to [read our blog](#) and [visit our website](#).

Last week, we also released the Ontario Line Draft Environmental Conditions Report for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. This is open to public feedback until October 17<sup>th</sup>.

Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We would welcome the opportunity to join any planned meetings your group is hosting over the next few months to meet with your group virtually, share more about the Ontario Line and answer any questions you may have. Given that major construction is not anticipated to begin until after the financial close is reached for the Southern Civil, Stations and Tunnel procurement package (projected for 2022), we will have many opportunities to connect and look forward to continuing to engage with your group.

In the meantime, please encourage your members to subscribe to our e-newsletter to stay

updated on the latest Ontario Line developments. The form to subscribe is located [here](#). Finally, I wanted to introduce myself. My name is Bismah and I am part of the Ontario Line Community Relations Team. I'm the lead for the Osgoode and Queen Station areas, but to keep consistency and simplicity for the community, our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

We look forward to connecting with you soon.

**The Ontario Line Community Relations Team**



This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

## **Community Stakeholders and Groups**

- **Toronto Financial District BIA**

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**From:** Ontario Line  
**Sent:** September 24, 2020 10:22 AM  
**To:** [REDACTED]  
**Cc:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Subject:** RE: Construction of the Ontario Line on Queen Street

Hi [REDACTED],

Hope your morning is off to a good start.

Seeing as there are four of us on the call today (you, Josh, our colleague Lancefield and I) and to avoid issues we sometimes run in to with four-way merged calls, we would ask that you dial in using the following conference line for noon today:

[REDACTED]

Speak to you soon,

Bismah

---

**From:** Josh Vandezande  
**Sent:** Wednesday, September 23, 2020 2:49 PM  
**To:** [REDACTED]  
**Cc:** Ontario Line; Mike Winterburn  
**Subject:** RE: Construction of the Ontario Line on Queen Street

Great, we will call you at noon.

Thanks,  
Josh

---

**From:** [REDACTED]  
**Sent:** Wednesday, September 23, 2020 2:24 PM  
**To:** Josh Vandezande  
**Cc:** Ontario Line; Mike Winterburn  
**Subject:** RE: Construction of the Ontario Line on Queen Street

**Thanks**

**Yes ... I got the info from Bismah**

**I cannot make 9 am tomorrow**

**Can we make it at 12 Noon ? But just a telephone call ... not Teams.**

**You can reach me at [REDACTED].**

**Thanks**

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

From: Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>

Date: September 23, 2020 at 2:11 PM

Hi [REDACTED],

You should have received an email from Bismah on my team today. We just wanted to make a connection with your BIA and make sure you were aware of the recently released Ontario Line information, including the draft Environmental Conditions Report. We welcome feedback from your members but it's important to note that this is just the first step in our environmental assessment process. We don't yet have specific details on anticipated impacts of construction or operation of the Ontario Line – those will be detailed in future reports, along with recommended mitigations.

I'm getting some details on the list you referenced in the Appendix.

Perhaps we could connect tomorrow at 9am? We can setup a Microsoft Teams meeting.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



---

**From:** [REDACTED]  
**Sent:** Wednesday, September 23, 2020 1:48 PM

**To:** Mike Winterburn  
**Cc:** Josh Vandezande  
**Subject:** RE: Construction of the Ontario Line on Queen Street

**Thanks Mike**

**Can Jason please copy me on anything that he sends to the BIA .... and put me into the main distribution list, ongoing.**

**Please have him call me this afternoon. What was he contacting us about? I'm at [REDACTED]**

**Our CEO is away for two weeks, and our planner is now departing, so I need to stay on top of things.**

**A couple of questions:**

**1) Re: "the Draft Environmental Conditions Report: A report on existing environmental conditions along the line, open for public feedback until October 17" ... when was this posted on line? ... and who was it sent to?**

**2) Re: the distribution list that is in this portion (see below). In terms of the "Project Distribution List C 1" ... I'm unclear ... what is this list for? and what is / or has been distributed to whom? and when? and for what purpose? There are no downtown business groups, or companies, or BIAs, or major affected stakeholders on the list**

**Please call me**

**Thanks**

[REDACTED]

[REDACTED]

=====

# Environmental Conditions Report

[← Return to the Environmental Conditions Report studies](#)

The Environmental Conditions Report (ECR) characterizes environmental conditions within the Ontario Line study area through a combination of desktop review and field studies in accordance with industry standard techniques, protocols and guidelines.

## [Ontario Line Environmental Conditions Report](#)

- [Appendix A: Detailed Segment Maps](#)
- [Appendix B1. Natural Environment Report](#)
- [Appendix B2. Air Quality Qualitative Assessment Report](#)
- [Appendix B3. Noise and Vibration Report](#)
- [Appendix B4. Socio-Economic and Land Use Characteristics Report](#)
- [Appendix B5. Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment](#)
- [Appendix B6. Stage 1 Archaeological Assessment Reports](#)
- [Appendix B7. Traffic and Transportation Report](#)
- [Appendix C1. Project Distribution List](#)
- [Appendix C2. Engagement Summary Report](#)
- [Appendix C3. Correspondence Record](#)

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

From: Mike Winterburn <[Mike.Winterburn@metrolinx.com](mailto:Mike.Winterburn@metrolinx.com)>

Date: September 23, 2020 at 12:36 PM

Hi [REDACTED],

The articles in this series are focusing on route refinements and station locations, so they have been structured more around the stations than the areas in between. That's why one blog post ends at Spadina and the next one starts with the stations that will connect to Line 1.

If you look at the maps we've posted on [metrolinxengage.com/ontarioline](https://metrolinxengage.com/ontarioline), you can see the route between the stations, eastward from Spadina and westward from Osgoode under Queen. There are no changes to report in this area at this time.



I've CC'd our Community Relations Team for the Ontario Line who can help if you have specific questions about the routing in this stretch. I know they were planning to reach out to your BIA today.

Thanks for your interest.

Cheers,  
Mike.

---

**From:** [REDACTED]  
**Sent:** September-23-20 6:53 AM  
**To:** Mike Winterburn  
**Subject:** Construction of the Ontario Line on Queen Street

**Hi Mike**

**Your "Zooming in" stories re the Ontario Line are very useful in keeping our folks informed about the Line and its routing through downtown. Well done.**

**We have seen the stories on the western section (from Exhibition to Spadina) and the eastern Section (from Don River to Osgoode station) but we were wondering what date will the middle section (Osgoode to Spadina) be published ?**

**Best,**

[REDACTED]

[REDACTED]  
Municipal Affairs Advisor  
Toronto Financial District  
Business Improvement Area

[REDACTED]

Toronto Financial District



## **Community Stakeholders and Groups**

- **Toronto Inuit Association**

**From:** [Indigenous Relations](#)  
**To:** [Ontario Line](#)  
**Subject:** FW: The Ontario Line project  
**Date:** Friday, September 25, 2020 1:17:51 PM  
**Attachments:** [image003.png](#)

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**From:** Indigenous Relations  
**Sent:** Friday, September 25, 2020 11:39 AM  
**To:** [REDACTED]  
**Subject:** The Ontario Line project

Aanii [REDACTED],

I am writing on behalf of Metrolinx and its Community Relations team for the Ontario Line to share some information about the Ontario Line project and to find out how we can work with your organization as the project moves along.

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In the meantime, please encourage your members to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).  
Miigwetch!

**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office

Metrolinx  
10 Bay St | Toronto | Ontario | M5J 2W3  
C: 416.274.3676



## **Community Stakeholders and Groups**

- **United Way of Greater Toronto**

**From:** [Indigenous Relations](#)  
**To:** [REDACTED]  
**Cc:** [Ontario Line](#)  
**Subject:** The Ontario Line project  
**Date:** Friday, September 25, 2020 11:42:24 AM  
**Attachments:** [image003.png](#)

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Aanii [REDACTED]!

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In the meantime, please encourage your members to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).  
Miigwetch!

**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office

Metrolinx

10 Bay St | Toronto | Ontario | M5J 2W3

C: 416.274.3676



## **Community Stakeholders and Groups**

- **West Don Lands Committee**

---

**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>

**Sent:** September 28, 2020 8:18 AM

**To:** [REDACTED]

**Cc:** [REDACTED] Ontario Line <ontarioline@metrolinx.com>

**Subject:** RE: Metrolinx update to WDLC - Ontario Line September 28th

Thank you [REDACTED] and we look forward to meeting with your group tonight. I have passed your message on to the team so they are prepared to discuss this points you raised. I'll share Metrolinx' presentation from my computer but others from the team will do the majority of the talking. I don't think we will need a run through – we're getting the hang of this virtual thing too!

See you tonight at 7.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



---

**From:** [REDACTED]

**Sent:** Sunday, September 27, 2020 2:30 PM

**To:** Josh Vandezande

**Cc:** [REDACTED] Ontario Line

**Subject:** Re: Metrolinx update to WDLC - Ontario Line September 28th

Hi Josh,

I am the WDLC Co-chair along with [REDACTED]. We are looking forward to having Metrolinx bring us up to date on the Ontario Line work.



Two points in preparation for tomorrow:

1) I wanted to give you a heads up about a question that we hope your team can address.

Over many years the WDLC has been directly involved in the TRCA's EA studies dealing with flood protection of the Don River flood plan. Below is an image from the Broadview Eastern Floodplain EA that raises the question.

The image shows flood modelling done by the TRCA for the purpose of demonstrating the impact of the EA preferred alternative. The residual spill zone after the flood protection intervention includes the triangular area between the main tracks and Bala line. This is the area where the north-side Ontario Line portal is expected to be located. We are very interested in understanding how the design for this portal will deal with the flood risk in this area and whether that will have any potential effect on the existing flood protection for the WDL.

2) [REDACTED] will be chairing tomorrow night's meeting. My role will be managing the logistics of a virtual meeting.

- The platform we are using is Zoom. The link was in the meeting notice, but here it is again for the benefit of your team:

[REDACTED]

[REDACTED]

- screen sharing will be enabled so your team members can present materials
- I will manage the speakers during the Q&A.
  - We will likely ask people to wait until the end of the Metrolinx presentation to ask questions - at which point I may ask your team to stop screen sharing so I can see who has a hand up. (Participants are still getting used to the virtual environment and actual hands up, versus virtual signals, seems to be working best so far)

Please let me know if you or any members of your team have any questions. I am available tomorrow, if there is any need for a dry run.

Thanks very much and looking forward to meeting your team.

[REDACTED]

[REDACTED], Co-Chair

[REDACTED]  
[REDACTED]

From Broadview and Eastern Flood Protection EA - PIC#2 May 2019:

### PRELIMINARY PREFERRED OPTION: FPL

Refined smaller footprint:

- Fewer impacts to existing utilities
- Ability to better integrate with proposed infrastructure e.g. subway line, SmartTrack, Broadview Ave. Extension.
- Eastern Ave. on-ramp remains

**Legend**  
EA Study Area  
Crest  
Eastern Ave On-Ramp  
West Side  
Dry Side 1.1% Slope  
Broadview Ave. Extension  
Proposed BOPF



# GETTING TO THE PREFERRED DESIGN

## BEST MET THE CRITERIA FOR: FROM DECEMBER 2018

- Achieving flood protection
- Eliminating the potential for geotechnical failure (scour and seepage)
- Potential to remove Special Policy Area

Legend

- Existing Flood Zone
- Wet Side
- Eastern Ave. On-Ramp
- Wet Side
- Wet Side (10% Slope)
- Wet Side (10% Slope)
- Wet Side (10% Slope)
- Wet Side (10% Slope)



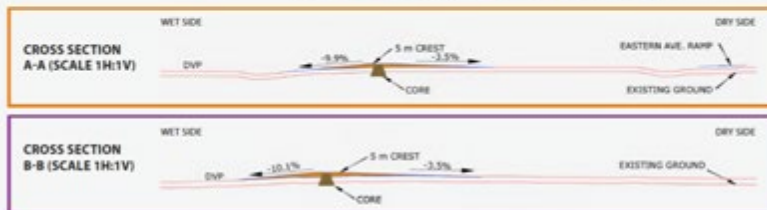
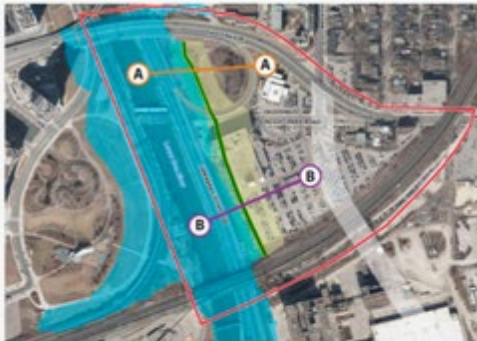
## PRELIMINARY PREFERRED OPTION: FPL

Refined smaller footprint:

- Fewer impacts to existing utilities
- Ability to better integrate with proposed infrastructure e.g. subway line, SmartTrack, Broadview Ave. Extension.
- Eastern Ave. on-ramp remains

Legend

- Existing Flood Zone
- Wet Side
- Eastern Ave. On-Ramp
- Wet Side
- Wet Side (10% Slope)
- Wet Side (10% Slope)
- Wet Side (10% Slope)
- Wet Side (10% Slope)



BROADVIEW AND EASTERN FLOOD PROTECTION - CLASS ENVIRONMENTAL ASSESSMENT PROJECT



On Sep 17, 2020, at 5:08 PM, Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)> wrote:

Thanks Susan!

■, I've heard great things about your group and we would be happy to attend your

meeting. I'll get a few people from Metrolinx lined up to walk through materials and answer questions. Due to the timelines for some of this information being released to the public, we may not be able to share all the materials in advance but we can present them during the meeting.

How long of a timeslot are you thinking?

We look forward to providing an update on the Ontario Line. Let me know if you have any questions in the meantime.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

<image002.png>

---

**From:** Susan Walsh  
**Sent:** Thursday, September 17, 2020 4:15 PM  
**To:** [REDACTED] Josh Vandezande  
**Cc:** [REDACTED]  
**Subject:** RE: Metrolinx update to WDLC - Ontario Line September 28?

[REDACTED],

Thanks for your note. Since we last met, we've been lucky enough to add Josh Vandezande to our team as Senior Manager, Community and Stakeholder Relations for the Ontario Line. I've copied Josh here because he is your best contact for all things Ontario Line.

I have changed positions and now look after community relations for outside of Toronto so, as you can see, you are in better hands with Josh.

Thanks again,

Susan

**SUSAN WALSH**  
Director, Community-Stakeholder Relations (905, 705, 519)  
Capital Projects Group | Metrolinx  
T: 416.202.7063 C: 647.927.9534

<image003.png>

**Everyone Home Safe, Every Day.**

**From:** [REDACTED]  
**Sent:** September-17-20 4:05 PM  
**To:** Susan Walsh  
**Cc:** [REDACTED]  
**Subject:** Re: Metrolinx update to WDLC - Ontario Line September 28?

Hello Susan,

It has been 10 months since you first joined us as guests at a West Don Lands Committee meeting. I'd like to invite you to update our committee on Ontario Line plans on Monday, September 28, 7 pm. The meeting will be virtual on Zoom. Tyler Mayhew and Duncan Law or other Metrolinx representatives would also be welcome and encouraged to join us.

We have seen some new information released about the South section, which is our main interest, and we understand from Councillor Cressy that you have a degree of more detailed information on the CNE to Don section. We would very much appreciate a presentation that would focus on any more detailed information you can share on the South Section (also including whatever plans can be shared east to Gerrard). With the South section directly impacting and serving our community from East Harbour to King/Parliament and Moss Park we remain very interested in construction and service plans.

Looking forward to hearing from you.

[REDACTED]  
Co-chair, West Don Lands Committee  
[REDACTED]

On Sun, Nov 24, 2019 at 4:16 PM Susan Walsh <[Susan.Walsh@metrolinx.com](mailto:Susan.Walsh@metrolinx.com)> wrote:

[REDACTED],  
The Power Point is just being finalized. Presenting for Metrolinx will be:  
  
Duncan Law, Head Sponsor, Subways Program;  
  
Tyler Mayhew, Director, Subways Communications and Public Affairs; and,  
  
Susan Walsh, Director, Community and Stakeholder Relations  
  
I look forward to meeting you tomorrow evening.

**SUSAN WALSH**

Director, Community-Stakeholder Relations (A)  
Communications | Metrolinx  
T: 416.202.7063 C: 647.927.9534

<image003.png>

**From:** [REDACTED]  
**Sent:** November-21-19 9:44 PM  
**To:** Susan Walsh  
**Subject:** Re: Metrolinx update to WDLC

Great. A PowerPoint presentation will be easy to run. You may either bring a data stick or your own laptop.

I mentioned the time slot - 7:45-8:30 (more or less, including Q&A). If you could provide the name(s) of who will be speaking, I would include that in the agenda I circulate.

I will be chairing the meeting, which runs from 7-9. A presentation from the developer of an indigenous hub in the precinct will precede you. You may come for as much, or little, of the balance of the meeting as you wish.

[REDACTED]

On Thu, Nov 21, 2019, 8:56 PM Susan Walsh, <[Susan.Walsh@metrolinx.com](mailto:Susan.Walsh@metrolinx.com)> wrote:

[REDACTED],

Thanks for getting back to me so quickly. We'd be happy to come to your meeting Monday evening. We will share with you the information we have to date and hopefully start an ongoing two way discussion going forward where we can share more information as it is developed.

Thanks for the invitation. We'll have a PowerPoint presentation if that works for your set up. Please let me know.

Thanks,

**Susan Walsh**  
Director, Community Relations (A)  
METROLINX  
T: 416-202-7063 C 647-927-9534

On Nov 21, 2019, at 2:52 PM, [REDACTED] wrote:

Hello Susan,

I letting Tom off this thread until we work out our details.

I would like to invite Metrolinx to come to the West Don Lands Committee meeting on Monday evening to update us on the current state of work on the Ontario Line, the appropriate avenues for addressing future community questions and input, and any more detailed information on the proposed routing of the Ontario Line through the West Don Lands area. Our meeting is held at the YMCA at Cherry and Front Streets. The timing would be 7:45-8:30. Usually the attendance is around 20, including representatives of our member groups.

The West Don Lands Committee is a coalition of residents', business and civil society organizations in, or nearby, the West Don Lands -- an area defined in the Central Waterfront Plan, but generally between Parliament Street, Eastern Ave., the Don River and the Lakeshore GO tracks. As such, we are very interested in how the Ontario Line is proposed to bridge the Don River, how it will be routed through our community (both above and below ground), and any ideas as to timelines.

If you can manage to have representative(s) of Metrolinx attend our meeting to update us on these matters, we would be very appreciative. Our meetings are once a month, but we break in December, so would not otherwise be able to welcome you until the new year.

Thank you for considering this request.

[REDACTED]

~~~ ><((((+> ><((((=> ><((((°> ~~~

On Thu, Nov 21, 2019 at 2:37 PM Tom Davidson  
<[Tom.Davidson4@toronto.ca](mailto:Tom.Davidson4@toronto.ca)> wrote:

Hi [REDACTED],  
I am introducing you to Susan Walsh, Acting Director of Community Relations for Metrolinx, She has kindly arranged for an update to the West Don Lands Committee on the Ontario Line. I am putting this process in your hands to arrange the details, and look forward to seeing you there.  
Best,  
Tom

Director, Waterfront Initiatives

Office of Councillor Joe Cressy  
Ward 10 Spadina-Fort York  
416 338-3344  
[joecressy.com](http://joecressy.com)

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## **Community Stakeholders and Groups**

- **West Don Lands Committee Meeting Materials**

## Meeting notes - West Don Lands Committee Briefing (WDLC) - Sept 28<sup>th</sup> 2020

### Summary:

- WDLC has some concerns with heritage impacts at Corktown station and wanted to learn more about MX approach.
- Some questions on how residents will experience construction throughout the project and how staging will be organized.
- Lots of questions about flood risk from the Don River and how MX is approaching flood mitigation and coordinating with other projects/landforms in the Lower Don area.
- Excited for community engagement opportunities such as naming the expanded rail bridge, community advisory groups, adding artwork to the construction staging areas, influencing the design of the Corktown station.

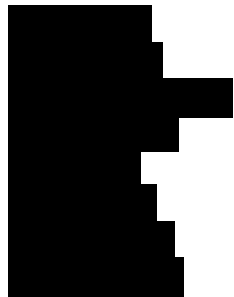
### Attendees:

#### Mx:

Josh Vandezande  
Vanessa Cheng  
Daryl Gonsalves  
Malcolm MacKay  
Carrie Sheaffer  
Duncan Law  
Michael Tham  
Pam Foster  
Susan Lin  
Damien Forbes  
Daniel Cicero

#### WDLC:

MPP Glover



**Meeting Purpose:** To brief the West Don Lands Committee on the updates to the Ontario Line project since January 2020, specifically the Downtown segment, procurement, engagement process and next steps.

### Agenda:

- Welcome and Introduction to MX representatives – Josh
- Procurement packages – Sponsor
- Timeline - Josh

- EA process / ECR - James/Carrie
- Segment overview - Sponsor
- Local stations detail (Downtown – Corktown, Portal, Lower Don Bridges) – Sponsor + technical team.
- Discussion – ALL

Discussion:

MPP Glover:

- Excited about the Ontario Line project but has logistical questions.
- Concerned with the use of the P3 procurement model.

██████████:

- For the Corktown station, where are the station entrances and will it be accessible?
- Where will the Moss Park station be located?
  - MX: For Corktown, entrance at King street at both ends of the Corktown station. There will be planned redundancy so one elevator is always working. With a development partner, a separate entrance may be possible at Front Street.
  - MX: Moss Park station location was described.

██████████ (also with the St. Lawrence Neighbourhood association)

- For the Corktown station: How will the station be constructed? How deep will the tunnel be? How will the constructions staging work? Will underground parking be included? How will you remediate the soil? How many years out is the staging?
  - MX: Two choices: shallow or very deep. We are going very deep into the shale (25 - 30 metres deep) to reduce N&V.
  - MX: Opportunity for a full archaeological investigation and unlock the heritage at the site to pass anything found to experts. All property owners in the area were already notified.
  - MX: First Parliament site will be a launch site for the TBM to go to the north and to the west. There is a similar launch site at the Ordinance Park station.

██████████

- Concerned north of King Street, on that row of heritage townhouses. Concerned about how deep the site is at Corktown and preservation of heritage artifacts. Can we have station entrances at Parliament? Can we have references to Corktown/St. Lawrence/Distillery in the Corktown station itself?
  - MX: We are committed to capturing the uniqueness in each of the OL stations to capture the neighbourhood. Community will be involved in that.

██████████

- What is the distance between the GO train line and the Ontario line tracks? Can the community be involved in naming the expanded rail bridge over the Lower Don? Will the cut and cover method for Corktown station and the portal?
  - MX: 5-8 metres in any instance between the GO train and OL tracks. In the Don Yard, it will be 6-8 metres.

- MX: Until we hit the shale, it will be a cut and cover method. However in Corktown, we are going to use the SEM tunnelling method.

- Lives in [REDACTED] a property where the OL tunnels will pass underneath. How can the OL trains handle the steep grade down and up when they are going east? What will residents experience when the construction begins?
  - MX: When we are going downhill, we can use the braking to generate electricity and save us money. The uphill will be a part of the vehicle design and it will be able to handle steep curves or gradients.
  - MX: The tunneling operation is the one you feel the most. It is a relatively low hum and will last two days for the TBM to pass through your building. We install concrete rings and isolation so you don't hear the trains passing.

- How will you make the OL portal at the Don Yard waterproof so that flooding from the Don River is not a risk?
  - MX: We ensure the sill of the portal is well above the highest floodplain. We are aware of the flood protection landforms and coordinating with those projects. There will be another food protection project at the East Harbour site to ensure there is no flooding risk.
  - MX: We are looking at buildings drawings to make sure we don't damage anything as we pass by.

- Concerned about flood protection. For the portal in the Don Yard, what is required to reinforce the sill at the portal? Will you require the proponent to create the community advisory committee of any kind? On the rail bridges, how will you coordinate to make it happen? Will the Ontario Line operations & maintenance be run by the TTC?
  - MX: The portal is a bathtub or a pool with a sloping bottom with sides that are built up to make sure we have proper flood protection.
  - MX: On the community advisory committee, we are trying to identify where we could have them and recognize different communities, working with elected officials and community groups. Well before construction, we will set them up to ensure the dialogue is there. We are also setting up community offices at Queen East and Overlea at Thorncliffe Park.
  - MX: We have a Lower Don Coordination Group to ensure the bridge is built and coordinate construction schedules with all the other projects happening.
  - MX: TTC would play a customer facing role and a third party will be held accountable for achieving project objectives.

- Question about constructions staging, will the Ontario Line be opening up in stages?
  - MX: Natural geography doesn't hold up well to allow for this. The MSF is in the north. Customers will not enjoy a staged opening experience.

Action Items:

- MX to share design information regarding the portals and tunnels as it relates to flood protection.
- WDLC (especially [REDACTED]) wants to be informed once the community advisory committees are set up.

Tone of meeting: 7 (neutral)

**Daryl Gonsalves**

Community Relations & Issues Specialist – Ontario Line

Metrolinx: connecting our communities

C: (416) 843-3265



## Community Stakeholders and Groups

- Wigwamen

**From:** [Indigenous Relations](#)  
**To:** [Ontario Line](#)  
**Subject:** FW: The Ontario Line project  
**Date:** Friday, September 25, 2020 1:17:45 PM  
**Attachments:** [image003.png](#)

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**From:** Indigenous Relations  
**Sent:** Friday, September 25, 2020 11:39 AM  
**To:** [REDACTED]  
**Subject:** The Ontario Line project

Aanii [REDACTED],

I am writing on behalf of Metrolinx and its Community Relations team for the Ontario Line to share some information about the Ontario Line project and to find out how we can work with your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Metrolinx is releasing a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. We invite your members to [read our recent blogs](#) and [visit our website](#).

Last week, we also released the [Ontario Line Draft Environmental Conditions Report](#) for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. This is open to public feedback until October 17<sup>th</sup>.

Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We would welcome the opportunity to join any planned meetings your group is hosting over the next few months to meet with your group virtually, share more about the Ontario Line and answer any questions you may have.

In the meantime, please encourage your members to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).  
Miigwetch!

**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office

Metrolinx  
10 Bay St | Toronto | Ontario | M5J 2W3  
C: 416.274.3676





## **Community Stakeholders and Groups**

- **WoodGreen Community Services**

---

**From:** Ontario Line  
**Sent:** September 30, 2020 11:01 AM  
**To:** [REDACTED]  
**Subject:** Ontario Line - updated information

Dear WoodGreen staff,

We're writing on behalf of Metrolinx and its Community Relations team to share updated information about the Ontario Line project near the WoodGreen Health Promotion Clinic at [REDACTED]

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest, with 15 potential stations.

Our [website](#) was recently updated with:

- the Ontario Line Draft Environmental Conditions Report
- Neighbourhood Updates for the west, downtown, and east segments of the line – the north segment will be posted soon
- a project timeline and procurement details.

Please [read our blog](#) and [sign up for our e-newsletter](#) to learn more.

Please share this information with the staff and clients at 12 Thorncliffe Park Dr. If you have any questions, please email [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) or submit your question through our website above.

Thank you,  
The Ontario Line Community Relations Team



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## **Community Stakeholders and Groups**

- **Wynford-Concord Residents Association**

---

**From:** Ontario Line  
**Sent:** September 30, 2020 11:00 AM  
**To:** [REDACTED]  
**Subject:** Ontario Line - updated information

Dear Wynford-Concord Residents Association,

We're writing on behalf of Metrolinx and its Community Relations team to share updated information about the Ontario Line project.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest, with 15 potential stations.

Our [website](#) was recently updated with:

- the Ontario Line Draft Environmental Conditions Report
- Neighbourhood Updates for the west, downtown, and east segments of the line – the north segment will be posted soon
- a project timeline and procurement details.

Please [read our blog](#) and [sign up for our e-newsletter](#) to learn more.

Please share this information with your contacts and community. If you have any questions, please email [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com) or submit your question through our website above.

Thank you,  
The Ontario Line Community Relations Team



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## **Community Stakeholders and Groups**

- **YMCA of Greater Toronto**

---

**From:** Ontario Line  
**Sent:** September 17, 2020 3:52 PM  
**To:** [REDACTED]  
**Subject:** Ontario Line update - meeting request

Dear YMCA of Greater Toronto,

I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Today, Metrolinx released the Ontario Line Draft Environmental Conditions Report for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. We also began a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. **We invite your members to [read our blog](#) and [visit our website](#).**

Typically, we would be conducting open houses in neighbourhoods

along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. **We would welcome the opportunity to meet with your group virtually, share more about the Ontario Line and answer any questions you may have.** Please let me know if there is an opportunity to participate in an upcoming meeting or set up a call with our team.

We encourage people to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).

Finally, I wanted to introduce myself. My name is Caitlin and I am part of the Ontario Line Community Relations Team. I'm the lead for the Exhibition, King-Bathurst and Queen-Spadina station areas, but to keep consistency and simplicity for the community, our team all works from one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com). Please reach out at any time.

We look forward to connecting with you soon.

Caitlin

The Ontario Line Community Relations team



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## **Community Stakeholders and Groups**

- **2-Spirited People of the 1st Nations**



**From:** [Indigenous Relations](#)  
**To:** [REDACTED]  
**Cc:** [Ontario Line](#)  
**Subject:** The Ontario Line project  
**Date:** Friday, September 25, 2020 11:32:00 AM  
**Attachments:** [image003.png](#)

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Aanii [REDACTED],

I am writing on behalf of Metrolinx and its Community Relations team for the Ontario Line to share some information about the Ontario Line project and to find out how we can work with your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Metrolinx is releasing a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. We invite your members to [read our recent blogs](#) and [visit our website](#).

Last week, we also released the [Ontario Line Draft Environmental Conditions Report](#) for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. This is open to public feedback until October 17<sup>th</sup>.

Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We would welcome the opportunity to join any planned meetings your group is hosting over the next few months to meet with your group virtually, share more about the Ontario Line and answer any questions you may have.

In the meantime, please encourage your members to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).  
Miigwetch!

**Aaron McMillan**

Community Relations Specialist, Indigenous Relations Office

Metrolinx

10 Bay St | Toronto | Ontario | M5J 2W3

C: 416.274.3676



## Technical Stakeholders

- **Federal Agencies**
  - **Fisheries and Oceans Canada**
  - **Transport Canada**
- **Provincial Agencies**
  - **Conservation Ontario**
  - **Hydro One Networks Incorporated**
  - **Infrastructure Ontario**
  - **Ministry of Economic Development, Job Creation and Trade**
  - **Ministry of Education, Capital Programs Branch**
  - **Ministry of the Environment, Conservation and Parks**

## Technical Stakeholders

- **Provincial Agencies**
  - **Ministry of Heritage, Sport, Tourism and Culture Industries**
  - **Ministry of Municipal Affairs and Housing**
  - **Ministry of Natural Resources and Forestry**
  - **Ministry of the Solicitor General**
  - **Ministry of Transportation**
  - **Ontario Power Generation**
  - **Ontario Provincial Police**
- **Municipal Agencies**
  - **City of Toronto**

## Technical Stakeholders

- **Municipal Agencies**
  - **Toronto Catholic District School Board**
  - **Toronto District School Board**
- **Conservation Authorities**
  - **Toronto and Region Conservation Authority**
- **Other Technical Stakeholders**
  - **Canadian National Rail**
  - **George Brown College**
  - **Ontario College of Art & Design University**
  - **La Cite**
  - **Law Society of Ontario**

## Technical Stakeholders

- **Federal**
  - **Fisheries and Oceans Canada**
  - **Transport Canada**

## **Federal**

- **Fisheries and Oceans Canada**

**From:** [Ontario Line](#)  
**To:** [FisheriesProtection@dfo-mpo.gc.ca](mailto:FisheriesProtection@dfo-mpo.gc.ca)  
**Cc:** [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Laura Witherow](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:40:00 AM  
**Attachments:** [REDACTED]

---

Good Morning,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.


Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

**From:** [Ontario Line](#)  
**To:** [FisheriesProtection@dfo-mpo.gc.ca](mailto:FisheriesProtection@dfo-mpo.gc.ca)  
**Cc:** [James Francis](#); [Laura Witherow](#); [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Kuru Satkunanathan](#); [Crystal Ho](#)  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Attachments:** [image002.png](#)  
[Fisheries and Oceans Canada.pdf](#)



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Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548





## Federal

- **Transport Canada**

**From:** [Ontario Line](#)  
**To:** [EnviroOnt@tc.gc.ca](mailto:EnviroOnt@tc.gc.ca)  
**Cc:** [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Laura Witherow](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:42:00 AM  
**Attachments:** [REDACTED]

---

Good Morning,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.


Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

**From:** [EnviroOnt](#)  
**To:** [Ontario Line](#)  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, June 16, 2020 11:40:30 AM  
**Attachments:** [image003.png](#)  
[Transport Canada.pdf](#)



---

Greetings,

Thank you for your correspondence.

Please note Transport Canada **does not** require receipt of all individual or Class EA related notifications. We are requesting project proponents self-assess if their project:

1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at [www.tbs-sct.gc.ca/dfrp-rbif/](http://www.tbs-sct.gc.ca/dfrp-rbif/); **and**
2. Will require approval and/or authorization under any Acts administered by Transport Canada\* available at <http://www.tc.gc.ca/eng/acts-regulations/menu.htm>.

Projects that will occur on federal property prior to exercising a power, performing a function or duty in relation to that project, will be subject to a determination of the likelihood of significant adverse environmental effects, per Section 82 of the *Impact Assessment Act, 2019*.

If the aforementioned does not apply, the Environmental Assessment program should not be included in any further correspondence and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded *electronically* to: [EnviroOnt@tc.gc.ca](mailto:EnviroOnt@tc.gc.ca) with a **brief description of Transport Canada's expected role**.

\*Below is a summary of the most common Acts that have applied to projects in an Environmental Assessment context:

- **Canadian Navigable Waters Act (CNWA)** – the Act applies primarily to works constructed or placed in, on, over, under, through, or across navigable waters set out under the Act. The Navigation Protection Program administers the CNWA through the review and authorization of works affecting navigable waters. Information about the Program, CNWA and approval process is available at: <http://www.tc.gc.ca/eng/programs-621.html>. Enquiries can be directed to [NPPONT-PPNONT@tc.gc.ca](mailto:NPPONT-PPNONT@tc.gc.ca) or by calling (519) 383-1863.
- **Railway Safety Act (RSA)** – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: <https://www.tc.gc.ca/eng/railsafety/menu.htm>. Enquiries can be directed to [RailSafety@tc.gc.ca](mailto:RailSafety@tc.gc.ca) or by calling (613) 998-2985.

- **Transportation of Dangerous Goods Act (TDGA)** – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: <https://www.tc.gc.ca/eng/tdg/safety-menu.htm>. Enquiries can be directed to [TDG-TMDOntario@tc.gc.ca](mailto:TDG-TMDOntario@tc.gc.ca) or by calling (416) 973-1868.
- **Aeronautics Act** – Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. The *Land Use In The Vicinity of Aerodromes* publication recommends guidelines for and uses in the vicinity of aerodromes, available at: <https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm>. Enquires can be directed to at [tc.aviationservicesont-servicesaviationont.tc@tc.gc.ca](mailto:tc.aviationservicesont-servicesaviationont.tc@tc.gc.ca) or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

**Environmental Assessment Program**, Ontario Region

Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5

[EnviroOnt@tc.gc.ca](mailto:EnviroOnt@tc.gc.ca) / Facsimile : (416) 952-0514 / TTY: 1-888-675-6863

**Programme d'évaluation environnementale**, Région de l'Ontario

Transports Canada / Gouvernement du Canada / 4900, rue Yonge, Toronto, ON, M2N 6A5

[EnviroOnt@tc.gc.ca](mailto:EnviroOnt@tc.gc.ca) / télécopieur: (416) 952-0514

---

**From:** Ontario Line [mailto:ontarioline@metrolinx.com]

**Sent:** Tuesday, June 02, 2020 3:14 PM

**To:** EnviroOnt <EnviroOnt@tc.gc.ca>

**Cc:** James Francis <James.Francis@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Laura Witherow <Laura.Witherow@metrolinx.com>; Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



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## Technical Stakeholders

- **Provincial Agencies**
  - **Conservation Ontario**
  - **Hydro One Networks Incorporated**
  - **Infrastructure Ontario**
  - **Ministry of Economic Development, Job Creation and Trade**
  - **Ministry of Education, Capital Programs Branch**
  - **Ministry of the Environment, Conservation and Parks**
  - **Ministry of Heritage, Sport, Tourism and Culture Industries**
  - **Ministry of Municipal Affairs and Housing**
  - **Ministry of Natural Resources and Forestry**

## Technical Stakeholders

- **Provincial Agencies**
  - **Ministry of the Solicitor General**
  - **Ministry of Transportation**
  - **Ontario Power Generation**
  - **Ontario Provincial Police**

## Provincial

- Conservation Ontario



**From:** [Leslie Rich](#)  
**To:** [Ontario Line](#)  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** June 2, 2020 4:03:24 PM

---

Good afternoon Kuru,

There is no need to forward me the additional reports at this time. Given that this work is taking place in the Toronto and Region Conservation Authority watershed, I would recommend that you contact them directly. You could contact Matt Johnston at [mjohnston@trca.on.ca](mailto:mjohnston@trca.on.ca).

Thank you and enjoy your day.

Leslie Rich, MES, RPP  
Policy and Planning Liaison  
Conservation Ontario  
120 Bayview Parkway  
Newmarket, Ontario  
Cell 705-716-6174

CO\_DWSP\_Walkerton\_Logo\_E\_H\_CMYK\_600dpi



---

**From:** Ontario Line [<mailto:ontarioline@metrolinx.com>]  
**Sent:** Tuesday, June 02, 2020 3:22 PM  
**To:** Leslie Rich  
**Cc:** James Francis; Maria Zintchenko; Rodney Yee; Laura Witherow; Merlin Yuen; Crystal Ho; Kuru Satkunanathan  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of

four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Kuru Satkunanathan**

Intern, Environmental Programs & Assessment  
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416-202-1812

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## Provincial

- Hydro One Networks Inc.

**From:** [Merlin Yuen](#)  
**To:** [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)  
**Cc:** [Maria Zintchenko](#); [Crystal Ho](#); [Elsy.Aceves@HydroOne.com](mailto:Elsy.Aceves@HydroOne.com); [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com); [Ontario Line](#)  
**Subject:** RE: Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Friday, October 30, 2020 5:05:31 PM  
**Attachments:** [image001.png](#)

---

Good afternoon,

Thank you for your response to the Notice of Draft Environmental Conditions Report for the Ontario Line project. We acknowledge the comments provided by Hydro One below and that there is ongoing dialogue and coordination between Hydro One and Metrolinx for several projects including the Ontario Line. Metrolinx will continue to consult Hydro One on developments related to the Ontario Line as project planning and design progresses.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823



---

**From:** [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com) [<mailto:SecondaryLandUse@HydroOne.com>]  
**Sent:** October-16-20 3:38 PM  
**To:** Ontario Line  
**Cc:** James Francis; Maria Zintchenko; Merlin Yuen; Crystal Ho; Laura Witherow; Rodney Yee; [Renee.Pettigrew@HydroOne.com](mailto:Renee.Pettigrew@HydroOne.com); [Elsy.Aceves@HydroOne.com](mailto:Elsy.Aceves@HydroOne.com); [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com); [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)  
**Subject:** RE: Ontario Line - Notice of Draft Environmental Conditions Report

Good afternoon,

Thank you for providing the attached and linked information. At this point in time we do not have enough information about the Ontario Line project to provide you with detailed input with respect to the impacts that it may have on our infrastructure. However, Hydro One would like to identify that Metrolinx and Hydro One are currently engaged in the below listed discussions. Since these discussions are ongoing Hydro One can't yet provide feedback through the EA process on potential outcomes of the discussions or any Hydro One activities resulting from these discussions.

Potential transmission asset relocation:

- Hydro One and Metrolinx are currently engaged in discussions to identify potential impacts to existing and future Hydro One assets
- Extent of the impact to transmission assets within the Overlea and Millwood area and the Overlea and Don Mills area needs further assessment
- Hydro One asset relocation, if required, should be accommodated within the Ontario Line project schedule (approximately 24 – 48 months, TBD based on complexity)

Potential customer connection and/or OMSF or other real estate coordination

- Hydro One and Metrolinx are currently engaged in discussions on potential traction power supply options and OMSF and other real estate discussions

Planning of Ontario Line environmental assessment process application for potential Hydro One activities

- Hydro One and Metrolinx have confirmed with MECP that the Ontario Line EA Process can be utilized to meet Hydro One EA requirements, if triggered
- Metrolinx and Hydro One are currently engaged in planning how the planning of potential Hydro One activities would align with the Ontario Line EA process

Coordination with Hydro One capital projects

- Hydro One is currently working with Metrolinx in coordinating project overlap between the Hydro One Power Downtown Toronto tunnel project and the Ontario Line project. Hydro One has included the Metrolinx provided Ontario Line No-Go Zone in the project design parameters.
- The Metrolinx GO Rail Network Electrification project team and the Metrolinx USRC East Enhancements project team are currently coordinating with project stakeholders (including the Ontario Line project team) to identify potential conflicts between the Metrolinx-Hydro One Line and Cable relocation activities (within the Union Station Rail Corridor), the Ontario Line project and other projects within the USRC and surrounding area.

Please note that the above list is not exhaustive. Hydro One should continue to be consulted on developments related to the Ontario Line project through the above lines of discussion and through the EA notification process.

Regards,

Hydro One Networks Inc.

[SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)

---

**From:** Ontario Line <ontarioline@metrolinx.com>

**Sent:** Thursday, September 17, 2020 8:48 AM

**To:** SECONDARY LAND USE Department <SecondaryLandUse@HydroOne.com>

**Cc:** James Francis <James.Francis@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Laura Witherow <Laura.Witherow@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; PETTIGREW Renee <Renee.Pettigrew@HydroOne.com>; ACEVES Elsy <Elsy.Aceves@HydroOne.com>; DIMAND Laura <Laura.Dimand@HydroOne.com>

**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report

**\*\*\* Exercise caution. This is an EXTERNAL email. DO NOT open attachments or click links from unknown senders or unexpected email. \*\*\***

Good Morning,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

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**From:** [Ontario Line](#)  
**To:** ["SecondaryLandUse@HydroOne.com"](#)  
**Cc:** [James Francis](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Crystal Ho](#); [Laura Witherow](#); [Rodney Yee](#); [Renee.Pettigrew@HydroOne.com](#); [Elsy.Aceves@HydroOne.com](#); [Laura.Dimand@HydroOne.com](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:48:00 AM  
**Attachments:** [Notice of Draft Environmental Conditions Report.pdf](#)  
[HydroOne.pdf](#)

---

Good Morning,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx


---

**From:** Merlin Yuen  
**Sent:** July-03-20 9:52 AM  
**To:** 'Laura.Dimand@HydroOne.com'  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good morning Laura – apologies I missed your email yesterday. Please see the files requested located here:

- [REDACTED]
  - Ontario Line Existing Conditions
    - Natural Environment Report
    - Noise and Vibration Report
    - Socio-Economic Report
  - Ontario Line Early Works
    - Air Quality Impact Assessment Memo
    - Natural Environment Report
    - Noise and Vibration Report
    - Traffic Memo
- [REDACTED]
  - Ontario Line Early Works
    - Early Works Report
    - CH Report



- 
  - Ontario Line Existing Conditions
    - Stage 1 AA
    - CH Report

Please let me know if you need anything else, I'm good for a call this morning.

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

**From:** [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com) [<mailto:Laura.Dimand@HydroOne.com>]

**Sent:** July-03-20 9:36 AM

**To:** Merlin Yuen

**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Hi Merlin,

Please resend the links below as early as you can. Are you available for a call this morning or afternoon?

Thank you,

**Laura Dimand, B.Sc., GIT**

Environmental Planner, Environmental Programs and Approvals

**Hydro One Networks Inc.**

483 Bay Street | North Tower 12<sup>th</sup> Floor  
Toronto, ON | M5G 2P5

Cell: 416.577.5428

Email: [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com)

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---

**From:** DIMAND Laura

**Sent:** Thursday, July 02, 2020 3:06 PM

**To:** 'Merlin Yuen' <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>

**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Hi Merlin,

Currently putting together the comments for the 06.04 OL existing conditions reports. Can you resend the OL early works reports from 06/04? I believe I'm having trouble unzipping the subfolder from that submission.

In addition, can you resend the links for the following reports:

- 06/25 OL Environmental Conditions Report: Stg 1 AA and CH report
- 06/05 OL Early Works: Early Works Report and CH Report

Please see Matey's note regarding the 06/15 submission documents. We are currently working on the 06/23 document review.

Regards,

**Laura Dimand, B.Sc., GIT**

Environmental Planner, Environmental Programs and Approvals

**Hydro One Networks Inc.**

483 Bay Street | North Tower 12<sup>th</sup> Floor  
Toronto, ON | M5G 2P5

Cell: 416.577.5428

Email: [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com)

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---

**From:** Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>

**Sent:** Thursday, June 04, 2020 5:58 PM

**To:** DIMAND Laura <[Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com)>

**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; PETTIGREW Renee <[Renee.Pettigrew@HydroOne.com](mailto:Renee.Pettigrew@HydroOne.com)>; ACEVES Elsy <[Elsy.Aceves@HydroOne.com](mailto:Elsy.Aceves@HydroOne.com)>; SECONDARY LAND USE Department <[SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)>

**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

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links from unknown senders or unexpected email. \*\*\*

Good afternoon Laura,

Please find [REDACTED] the following Ontario Line reports, and corresponding comment response sheets for HONI's review:

Ontario Line Existing Conditions

- Natural Environment Report
- Noise and Vibration Report
- Socio-Economic Report

Ontario Line Early Works

- Air Quality Impact Assessment Memo
- Natural Environment Report
- Noise and Vibration Report
- Traffic Memo

-  
As noted in previous correspondence, we are looking at comments on the reports by end of day, July 2. Please let me know if you have any questions or issues accessing the reports and I can recirculate.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823



---

**From:** Ontario Line

**Sent:** June-02-20 3:46 PM

**To:** [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com)

**Cc:** James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; Kuru Satkunanathan; Crystal Ho

**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



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**From:** [Merlin Yuen](#)  
**To:** [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com)  
**Cc:** [Ontario Line](#); [Maria Zintchenko](#); [Crystal Ho](#); [Laura Witherow](#); [Rodney Yee](#); [Renee.Pettigrew@HydroOne.com](mailto:Renee.Pettigrew@HydroOne.com); [Elsy.Aceves@HydroOne.com](mailto:Elsy.Aceves@HydroOne.com); [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** July 2, 2020 2:26:38 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)

---

Good afternoon Laura,

I wanted to check-in on the status of HONI's comments for the Ontario Line reports provided to HONI below on June 4, 2020. Could you confirm that we're still on track to receive comments for today, and if not, when we could expect HONI's comments?

Thanks,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

**From:** [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com)  
**To:** [Merlin Yuen](#)  
**Cc:** [Ontario Line](#); [Maria Zintchenko](#); [Crystal Ho](#); [Laura Witherow](#); [Rodney Yee](#); [Renee.Pettigrew@HydroOne.com](#); [Elsy.Aceves@HydroOne.com](#); [SecondaryLandUse@HydroOne.com](#); [James Francis](#); [Laura.Dimand@HydroOne.com](#)  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** June 29, 2020 2:22:43 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

---

Good afternoon Merlin,

We have reviewed the Draft Environmental Conditions Report which was attached and note that the document provided is incomplete.

The relevant section for Utilities is empty as well as other sections.

Your email also stated that an Early Works Draft Report is to be included, however there was no such document attached.

Could you please advise when will the Early Works Draft Report be available as well as relevant details be provided so that we can review and provide feedback?

Thanks

Matey

---

**From:** Merlin Yuen [mailto:Merlin.Yuen@metrolinx.com]  
**Sent:** Monday, June 15, 2020 7:38 PM  
**To:** DIMAND Laura  
**Cc:** Ontario Line; Maria Zintchenko; Crystal Ho; Laura Witherow; Rodney Yee; PETTIGREW Renee; ACEVES Elsy; SECONDARY LAND USE Department  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

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Good afternoon Laura,

Please find [REDACTED] the following Ontario Line draft report and corresponding comment tracking sheet for your review:

- Draft Environmental Conditions Report.

If you could please provide your comments on the above draft report **by end of day July 10<sup>th</sup>**, that would be greatly appreciated. Let me know if you have any questions or issues with accessing the files.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment

130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823

---

**From:** Merlin Yuen  
**Sent:** June-05-20 5:57 PM  
**To:** 'Laura.Dimand@HydroOne.com'  
**Cc:** Ontario Line; Maria Zintchenko; Crystal Ho; Laura Witherow; Rodney Yee;  
'Renee.Pettigrew@HydroOne.com'; 'Elsy.Aceves@HydroOne.com'; 'SecondaryLandUse@HydroOne.com'  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good afternoon Laura,

Please find [REDACTED] the following draft OL Early Works reports and the corresponding comment tracking sheets for your review:

- Draft Early Works Report; and
- Draft Cultural Heritage Report.

If you could please provide your comments on the above draft reports by end of day July 3 using the comment tracking sheet, that would be appreciated.

Let me know if you have any questions or issues with accessing the files.

Thanks,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823



**From:** [Merlin Yuen](#)  
**To:** [Laura.Dimand@HydroOne.com](mailto:Laura.Dimand@HydroOne.com)  
**Cc:** [Maria Zintchenko](#); [Laura Witherow](#); [Crystal Ho](#); [Rodney Yee](#); [Renee.Pettigrew@HydroOne.com](mailto:Renee.Pettigrew@HydroOne.com); [SecondaryLandUse@HydroOne.com](mailto:SecondaryLandUse@HydroOne.com); [Ontario Line](#)  
**Subject:** RE: Ontario Line - Existing Conditions Reports - Cultural Heritage and Archaeology  
**Date:** June 25, 2020 3:22:14 PM  
**Attachments:** [image001.png](#)

---

Good afternoon Laura,

Please find [REDACTED] the following draft Ontario Line Environmental Conditions reports and corresponding comment tracking sheets for your review.

- Stage 1 Archaeology Assessment Report (North, South, West); and
- Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment.

We are currently looking for comments to be provided for the Archaeology report by **July 22, 2020** and for the Cultural Heritage Report, we are looking for comments to be provided by **July 11, 2020**.

Let me know if you have any questions or concerns with the timelines.

Thanks,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823



---

**From:** Merlin Yuen  
**Sent:** June-23-20 5:41 PM  
**To:** 'Laura.Dimand@HydroOne.com'  
**Cc:** Maria Zintchenko; Laura Witherow; Crystal Ho; Rodney Yee; 'Renee.Pettigrew@HydroOne.com'; 'SecondaryLandUse@HydroOne.com'; Ontario Line  
**Subject:** Ontario Line - Existing Conditions Reports - Traffic, Air Quality, Soil and Groundwater

Good afternoon Laura,

Please see [REDACTED] the link to the following Ontario Line Existing Conditions Reports and comment sheets for your team's review:

- Draft Traffic Memo;
- Draft Air Quality Report;
- Draft Soil and Groundwater Chapter.

At this time, we are looking for your team's comments on the Traffic and Air Reports by July 7, 2020.

For the Soil and Groundwater Chapter, we are looking for your team's comments to be provided by July



21, 2020.

Please do not hesitate to contact me if you have any questions or issues accessing the files.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment

130 Adelaide Street West | Toronto | Ontario | M5H 0A1

T: 416.202.7353 C: 647.241.0823



## Provincial

- Infrastructure Ontario

**From:** [Ontario Line](#)  
**To:** ["ramsen.yousif@infrastructureontario.ca"](mailto:ramsen.yousif@infrastructureontario.ca)  
**Cc:** ["noticereview@infrastructureontario.ca"](mailto:noticereview@infrastructureontario.ca); [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Laura Witherow](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:52:00 AM  
**Attachments:** [Notice of Draft Environmental Conditions Report.pdf](#)  
[RYousif.pdf](#)

---

Good Morning Ramsen,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

**From:** [Ontario Line](#)  
**To:** ["joanna.brown@infrastructureontario.ca"](mailto:joanna.brown@infrastructureontario.ca)  
**Cc:** [James Francis](#); [Rodney Yee](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Laura Witherow](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:49:00 AM  
**Attachments:** [JBrown.pdf](#)  
[Notice of Draft Environmental Conditions Report.pdf](#)

---

Good Morning Joanna,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

**From:** [Ontario Line](#)  
**To:** ["ainsley.davidson@infrastructureontario.ca"](mailto:ainsley.davidson@infrastructureontario.ca)  
**Cc:** ["noticereview@infrastructureontario.ca"](mailto:noticereview@infrastructureontario.ca); [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Laura Witherow](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:53:00 AM  
**Attachments:** [Notice of Draft Environmental Conditions Report.pdf](#)  
[ADavidson.pdf](#)

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Good Morning Ainsley,


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Thank you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

**From:** [Ontario Line](#)  
**To:** ["ainsley.davidson@infrastructureontario.ca"](mailto:ainsley.davidson@infrastructureontario.ca)  
**Cc:** [James Francis](#); ["Maria Zintchenko"](#); [Laura Witherow](#); [Rodney Yee](#); [Merlin Yuen](#); ["Kuru Satkunanathan"](#); [Crystal Ho](#); ["noticeview@infrastructureontario.ca"](mailto:noticeview@infrastructureontario.ca)  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, June 02, 2020 3:06:00 PM  
**Attachments:** [IO A.Davidson.pdf](#)  
  
[image003.png](#)

---

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.


If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



**From:** [Ontario Line](#)  
**To:** ["ramsen.yousif@infrastructureontario.ca"](mailto:ramsen.yousif@infrastructureontario.ca)  
**Cc:** ["notice@infrastructureontario.ca"](mailto:notice@infrastructureontario.ca); [James Francis](#); [Maria Zintchenko](#); [Laura Witherow](#); [Rodney Yee](#); [Merlin Yuen](#); [Crystal Ho](#); [Kuru Satkunanathan](#)  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, June 02, 2020 3:09:00 PM  
**Attachments:**   
[image003.png](#)  
[IO\\_R.Yousif.pdf](#)

---

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.


If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



**From:** [Ontario Line](#)  
**To:** ["joanna.brown@infrastructureontario.ca"](mailto:joanna.brown@infrastructureontario.ca)  
**Cc:** [James Francis](#); ["Maria Zintchenko"](#); [Merlin Yuen](#); [Rodney Yee](#); [Laura Witherow](#); ["Kuru Satkunanathan"](#); [Crystal Ho](#)  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, June 02, 2020 3:07:00 PM  
**Attachments:** [IO\\_J.Brown.pdf](#)  
  
[image003.png](#)

---

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548





## Provincial

- **Ministry of Economic Development, Job Creation and Trade**

**From:** [Ontario Line](#)  
**To:** [Mohammed, Shireen \(MEDJCT\)](#)  
**Cc:** [Laura Witherow](#); [Crystal Ho](#); [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [James Francis](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:32:00 AM  
**Attachments:** [SMohammed.pdf](#)  
[Notice of Draft Environmental Conditions Report.pdf](#)  
[image001.png](#)

---

Good Morning Shireen,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services  
130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416.202.7511 C: 647.202.5143



**From:** [Ontario Line](#)  
**To:** ["michael.helfinger@ontario.ca"](mailto:michael.helfinger@ontario.ca)  
**Cc:** [Laura Witherow](#); [Crystal Ho](#); [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [James Francis](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:31:00 AM  
**Attachments:** [MHelfinger.pdf](#)  
[Notice of Draft Environmental Conditions Report.pdf](#)  
[image001.png](#)

---

Good Morning Michael,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services  
130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416.202.7511 C: 647.202.5143



**From:** [Falconi, Michael \(SOLGEN\)](#)  
**To:** [Ontario Line](#); [Mohammed, Shireen \(MEDJCT\)](#)  
**Cc:** [Laura Witherow](#); [Crystal Ho](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Rodney Yee](#); [James Francis](#)  
**Subject:** RE: Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 11:08:51 AM  
**Attachments:** [image001.png](#)

---

Hi Laura, I have taken on a new role and have copied Shireen who will be the contact going forward.

Thanks  
Mike

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** September 17, 2020 8:30 AM  
**To:** Falconi, Michael (SOLGEN) <Michael.Falconi@ontario.ca>  
**Cc:** Laura Witherow <Laura.Witherow@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; James Francis <James.Francis@metrolinx.com>  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good Morning Michael,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services  
130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416.202.7511 C: 647.202.5143



This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Merlin Yuen](#)  
**To:** [michael.helfinger@ontario.ca](mailto:michael.helfinger@ontario.ca)  
**Cc:** [Mohammed, Shireen \(MEDJCT\)](#); [Ontario Line](#); [Maria Zintchenko](#); [Crystal Ho](#)  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Monday, July 20, 2020 1:53:57 PM  
**Attachments:** 

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Good afternoon Michael – apologies for the late reply, your email must've been lost in the mix.

Thank you for reviewing the Ontario Line Reports. The Environmental Assessment (EA) Reports for the Ontario Line do not include information on economic impacts or rationale as it is typically not an EA requirement. However, if you are interested in the economic impacts and rationale for the Ontario Line Subway Project, this has been documented in the Ontario Line Initial Business Case. I have provided a link to this report below, for your information.

Ontario Line Initial Business Case (July 2019):

[http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725\\_Ontario\\_Line\\_IBC.PDF](http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF)

Please do not hesitate to contact me if you have any additional questions.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823

---

**From:** Helfinger, Michael (MEDJCT) [<mailto:Michael.Helfinger@ontario.ca>]  
**Sent:** Monday, June 29, 2020 3:24 PM  
**To:** Ontario Line  
**Cc:** Mohammed, Shireen (MEDJCT); James Francis; Kuru Satkunanathan; Merlin Yuen; Laura Witherow; Maria Zintchenko; Crystal Ho; Rodney Yee  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Hi Crystal:

Thank you for sharing the Ontario Line Early Works Report with MEDJCT and drawing attention to the sections dealing with Socio-Economic and Land Use Characteristics.

Upon review, it appears to us that these sections deal with topics that fall under the disciplines of urban planning and environmental management, as opposed to our Ministry's principal interests in job creation/retention, investment attraction and growing the innovation economy.

If there is a report forthcoming that touches on the economic rationale for the project as well as anticipated economic impacts, we would look forward to reviewing and providing comments.

Best regards,

**Michael Helfinger**

| Senior Policy Advisor | Corporate Policy Unit |  
**Ministry of Economic Development, Job Creation and Trade**  
Phone/Text: | 416.434.4799 | | Personal Mobile 416.722.6229 |  
[michael.helfinger@ontario.ca](mailto:michael.helfinger@ontario.ca) |



---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** June 8, 2020 11:17 AM

**To:** Helfinger, Michael (MEDJCT) <[Michael.Helfinger@ontario.ca](mailto:Michael.Helfinger@ontario.ca)>

**Cc:** Mohammed, Shireen (MEDJCT) <[Shireen.Mohammed@ontario.ca](mailto:Shireen.Mohammed@ontario.ca)>; Falconi, Michael (SOLGEN) <[Michael.Falconi@ontario.ca](mailto:Michael.Falconi@ontario.ca)>; James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Kuru Satkunanathan <[Kuru.Satkunanathan@metrolinx.com](mailto:Kuru.Satkunanathan@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>

**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Michael,

I have also circulated the draft Ontario Line Early Works Report via EATS for your review. As noted in the correspondence on EATS, the Ontario Line Early Works Socio-Economic and Land Use Characteristics are documented in Sections 4.5, 5.5, and 6.2. We are looking for the Ministry's comments by end of day July 3, 2020.

Please let me know if you have any questions or if you have any difficulties receiving the file and I can recirculate.

Regards,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



---

**From:** Ontario Line

**Sent:** Monday, June 08, 2020 10:06 AM

**To:** 'Helfinger, Michael (MEDJCT)'

**Cc:** Mohammed, Shireen (MEDJCT); 'michael.falconi@ontario.ca'; James Francis; Kuru Satkunanathan; Merlin Yuen; Laura Witherow; Maria Zintchenko; Crystal Ho; Rodney Yee

**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good morning Michael,

Thanks for expressing interest in reviewing the Socio-Economic and Land Use Characteristics draft reports for the new Ontario Line Subway.

I have circulated the draft Ontario Line Socio-Economic and Land Use Characteristics Environmental Conditions Report via EATS for your review.

As noted in the correspondence on EATS, we are currently looking for the Ministry's comments by end of day July 3, 2020. Please let me know if you have any questions or if you have any difficulties receiving the file and I can recirculate.

Regards,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



---

**From:** Helfinger, Michael (MEDJCT) [<mailto:Michael.Helfinger@ontario.ca>]  
**Sent:** Sunday, June 07, 2020 7:37 PM  
**To:** Ontario Line  
**Cc:** Mohammed, Shireen (MEDJCT)  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Hi Crystal:

We would be particularly interested in receiving the draft reports on Socio-Economic and Land Use Characteristics.

Thank you,

**Michael Helfinger**

| Senior Policy Advisor | Corporate Policy Unit |  
**Ministry of Economic Development, Job Creation and Trade**  
Phone/Text: |416.434.4799| | Personal Mobile 416.722.6229 |  
[michael.helfinger@ontario.ca](mailto:michael.helfinger@ontario.ca) |



---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** June 2, 2020 3:39 PM  
**To:** Helfinger, Michael (MEDJCT) <[Michael.Helfinger@ontario.ca](mailto:Michael.Helfinger@ontario.ca)>  
**Cc:** James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Laura

Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>; Kuru Satkunanathan  
<[Kuru.Satkunanathan@metrolinx.com](mailto:Kuru.Satkunanathan@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>

**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review

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Good Afternoon,

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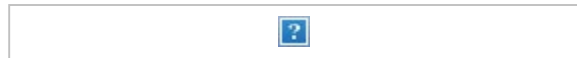
As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



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## **Provincial Agencies**

- **Ministry of Education, Capital Programs Branch**

**From:** [Ontario Line](#)  
**To:** ["paul.bloye@ontario.ca"](mailto:paul.bloye@ontario.ca)  
**Cc:** [Laura Witherow](#); [Crystal Ho](#); [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [James Francis](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:28:00 AM  
**Attachments:** [PBloye.pdf](#)  
[Notice of Draft Environmental Conditions Report.pdf](#)  
[image001.png](#)

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Good Morning Paul,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.


Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services  
130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416.202.7511 C: 647.202.5143



**From:** [Ontario Line](#)  
**To:** ["paul.bloye@ontario.ca"](mailto:paul.bloye@ontario.ca)  
**Cc:** ["James Francis"](#); ["Merlin Yuen"](#); ["Rodney Yee"](#); ["Maria Zintchenko"](#); [Laura Witherow](#); ["Kuru Satkunanathan"](#); [Crystal Ho](#)  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, June 02, 2020 3:35:00 PM  
**Attachments:** 

---

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

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If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



## Provincial

- **Ministry of Environment,  
Conservation and Parks**



---

**From:** Merlin Yuen

**Sent:** Friday, November 27, 2020 2:13 PM

**To:** Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>

**Cc:** Ontario Line <ontarioline@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

**Subject:** RE: MECP comments on draft Environmental Conditions Report

Good afternoon Cindy and Solange,


Please see attached our comment responses to the Ministry's comments to the draft ECR. Note that we've included comments from the District Office, in the below email, into a separate tab of the responses. Please let us know if any additional comments to the ECR or if any questions on the responses.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823



| Review Comments Spreadsheet                                |                   |               |  | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....   | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete   | <br>An Agency of the Government of Ontario<br>Une agence du gouvernement de l'Ontario |  |
|--|-------------------|---------------|--|--|--|---|--|
| MECP Comments ECR  |                   |               |  |  |  |   |  |
| Project Name: Ontario Line Environmental Conditions Report |                   |               |  | Revised By:  |  |   |  |
| Project No:  |                   |               |  | Date In:   |  |   |  |
|  |                   |               |  | Date Out:  |  |   |  |
| Item No.   | Discipline        | Reviewer Name | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment   | Response & Details (Authors - )  | Actions 1 / 2 / 3 (Authors - )  |  |
| 1  | Executive Summary | Cindy Batista | ES.5                                   | Section ES. 5 of the draft ECR states that 'future studies to support the Environmental Impact Assessment Report and/or Early Works Report(s) are not anticipated for soil and groundwater, air quality. . . ' However, in section 5.3 it states that 'an air quality impact assessment will be completed as part of the Environmental Impact Assessment Report.' Please clarify. Also, please confirm whether an air quality impact assessment report/s will be submitted to support the Early Works Report(s). In the same section of the draft ECR, it also states that 'future studies/plans to support construction activities are not anticipated for noise and vibration, socio-economic and land use characteristics, built heritage resources and cultural landscape, or archaeological resources.' Can Metrolinx provide an explanation as to why these reports are not anticipated for either the Environmental Impact Assessment Report or in future studies to support construction activities since the regulation anticipates that all environmental impacts will be studied. | <p>This list refers to future studies aside from the Environmental Impact Assessment Report and/or Early Works Report(s). This will be clarified in ES.5 and Section 5 of the Final ECR.</p> <p>Natural environment, air quality, noise and vibration, cultural heritage, and traffic and transportation reports will be submitted to support the Early Works Report(s).</p> |   |  |
| 2  | General           | Cindy Batista | Section 1.2                            | Section 1.2 states that Metrolinx 'is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto Area, one of which is the Ontario Line.' It is suggested that here Metrolinx list what the other three priority projects are in order to provide additional context and information for the reader.  | In updated revisions of the report, this sentence referencing the four priority subway projects has been removed and revised to focus on the Ontario Line to enhance clarity.  |   |  |
| 3  | General           | Cindy Batista | Section 1.3                            | Section 1.3 states that in 2014, the Relief Line South Project Assessment launched. For clarify, it is recommended that the draft ECR state that a transit project assessment process was completed for the Relief Line South Project; however, the project was not implemented and was replaced by the Ontario Line project, as opposed to saying it was launched. It may be unclear to readers what it means to say that this project was launched.  | Section 1.3 of the Final ECR will be updated to clarify the history of the Relief Line South project and its relationship to Ontario Line.   |   |  |
| 4  | General           | Cindy Batista | Section 1.4                            | Section 1.4 states that the 'Ontario Line Study Area was established based on the representative alignment presented in the Ontario Initial Business Case.' The draft ECR should clearly describe how and why the boundaries of the overall study area were chosen. Readers should not have to refer to the Ontario Initial Business Case to understand how the study area was established. This document is not listed in the appendix and not sure if this document is available on your website for the public?   | The Ontario Line IBC is available on the Metrolinx website. Details regarding the development of the Ontario Line Study Area, including a figure presenting the IBC representative alignment, will be added to Section 1.4 of the Final ECR.   |   |  |
| 5  | Consultation      | Cindy Batista | Section 7                              | The Ontario Line Project Regulation states that the consultation record should include a description of what Metrolinx did to respond to concerns expressed by Indigenous communities and interested persons; and, any commitments made by Metrolinx to Indigenous communities and interested persons. Section 7 of the draft ECR does not appear to include a description of what Metrolinx did to respond to any concerns expressed during the consultation process. Please include this description when finalizing the ECR.  | This information will be more clearly included in Section 7 of the Final ECR.  |   |  |

| Review Comments Spreadsheet |                       |                      |  | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....   |  | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete |  |
|-----------------------------|-----------------------|----------------------|--|--|--|--|--|
| MECP Comments ECR           |                       |                      |  | Project Name: Ontario Line Environmental Conditions Report   |  | Revised By:  |  |
| Project No:                 |                       |                      |  | Date In:   |  | Date Out:  |  |
| Item No.                    | Discipline            | Reviewer Name        | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment   | Response & Details (Authors - )  | Actions<br>1 / 2 / 3 (Authors - )  |  |
| 1                           | Permits and Approvals | MECP District Office | Section 6                              | Section 6.2.3.2 indicates that project facilities such as storage facilities will be either registered on EASR or obtain ECA depending on the activity. Could you please clarify if this means that storage and laydown areas are included in the definition of storage facilities?  | The EASR/ECA is applicable to permanent facilities that support project operations (i.e., maintenance and storage facility, traction power substations, etc.) and is not applicable for temporary construction storage or laydown areas. This will be clarified in Section 6.2.3.2 of the Final ECR. |  |  |
| 2                           | General               | MECP District Office | General                                | A map of the study area was provided. Are the ancillary facilities inside this study area?   | All project components (e.g., alignment, ancillary facilities, etc.) are anticipated to be located within the Ontario Line Study Area presented in the ECR.  |  |  |
| 3                           | Air Quality           | MECP District Office | Table 4.1                              | Table 4.1 (Air Quality) – The only column for air quality is "construction air quality". Metrolinx recommends the use of Environment Canada's BMP to mitigate construction air quality.<br><br>We suggest that the MECP's Technical Bulletin "Management Approaches for Industrial Fugitive Dust Sources" should be used to mitigate dust from storage yards and other stationary sources. | These mitigation resources will be added to Table ES-1 and Table 4-1 of the Final ECR. The same update will be made to Appendix B2 (Air Quality Report).   |  |  |

| Review Comments Spreadsheet                               |             |                      |  | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....  | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete  |                                   |
|---|-------------|----------------------|--|---|---|-----------------------------------|
| MECP Comments ECR   |             |                      |  |   |   |                                   |
| Project Name Ontario Line Environmental Conditions Report |             |                      |  | Revised By:   |   |                                   |
| Project No:   |             |                      |  | Date In:  |   |                                   |
|   |             |                      |  | Date Out:   |   |                                   |
| Item No.  | Discipline  | Reviewer Name        | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment  | Response & Details (Authors - )   | Actions<br>1 / 2 / 3 (Authors - ) |
| 1   | Groundwater | MECP District Office | Section 3                              | <p>We note that Metrolinx has included section 3.2.2.3 Groundwater Resources - Source Water Protection in the draft ECR. The draft ECR correctly identifies that the project would be occurring within the CTC Source Protection Region (CTC SPR), and falls under the CTC Source Protection Plan (CTC SPP). The draft ECR also discusses the vulnerable areas for the protection of drinking water sources that intersect with the project study area. In tables 3-14, 3-17, and 3-20 lists the applicable CTC Source Protection Plan policies for each of the line segments.</p> <p>We note that Table ES-2 does not address mitigation measures that relate to the protection of drinking water sources nor the implementation of applicable source protection plan policies. Table ES-2 lists several mitigative measures for the protection of the natural environment (e.g. spill prevention and contingency plans for the construction and design phases of the project) that would also protect sources of drinking water. We recommend that where measures could also benefit the protection of drinking water sources, that this be indicated in the existing sections of Table ES-2. With these additions, we are satisfied that the draft ECR addresses the protection of drinking water sources.</p> | <p>The following mitigation measures will be added to Table ES-2 and Table 4-2 of the Final ECR.</p> <ul style="list-style-type: none"> <li>•Storage and Application of Road Salt: It is recommended that a Salt Management Plan that incorporates BMPs be employed on the project where the storage and application of road salt is required.</li> <li>•Handling and Storage of DNAPL: It is recommended that BMPs be employed on the project if the handling and storage of DNAPL is required.</li> <li>•Storage of Organic Solvent: It is recommended that BMPs be employed on the project if the storage of organic solvent is required.</li> <li>•Spill of Stored Fuel within Event Based Area: The policy related to this potential risk is specific to bulk fuel storage locations (i.e. tank farms). As this activity is not consistent with the proposed construction, it is evaluated that the related SPP policies do not apply. Despite this, where the storage and handling of fuel is required for the Ontario Line construction, it is recommended that related BMPs be employed.</li> </ul> |                                   |



**From:** [Batista, Cindy \(MECP\)](#)  
**To:** [Maria Zintchenko](#); [James Francis](#)  
**Cc:** [Ontario Line](#); [Desautels, Solange \(MECP\)](#); [Mirjana Osojnicki](#); [Carrie Sheaffer](#); [Merlin Yuen](#)  
**Subject:** RE: MECP comments on draft Environmental Conditions Report  
**Date:** Thursday, November 26, 2020 8:22:24 AM  
**Attachments:** [image001.png](#)

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Thanks Maria!

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**From:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>  
**Sent:** November 25, 2020 3:51 PM  
**To:** Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; James Francis <James.Francis@metrolinx.com>  
**Cc:** Ontario Line <ontarioline@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Mirjana Osojnicki <Mirjana.Osojnicki@metrolinx.com>; Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>  
**Subject:** RE: MECP comments on draft Environmental Conditions Report

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Cindy,

Thank you for the Draft EWR Notice comments – we will incorporate into the revised Notice and newspaper ad and share the final versions with you.

Appreciate your take on the Final ECR Notice posting. For consistency with Draft ECR Notice publication and distribution to interested parties, we'll apply the same approach which does include newspaper ads.

To answer your questions regarding the Draft EWR Notice and Final ECR Notice:

- these are the notices that are to be sent directly to communities and persons who participated in the review of the draft documents and anyone who Metrolinx thinks may have an interest? – Correct. Draft EWR Notice will be issued to everyone who was provided the draft of the Draft EWR and distributed to addresses within the EWR study area. Other interested parties will be informed of the Draft EWR Notice as well. Final ECR Notice will be issued to everyone who received the Draft ECR Notice. Both will the Draft EWR Notice and the Final ECR Notice be published on the Project website
- And for the notice of draft EWR, copies will be sent as prescribed in subsection 9(4)? Please confirm. - Confirmed

Thank you  
Maria

---

**From:** Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]  
**Sent:** November-25-20 1:22 PM  
**To:** Maria Zintchenko; James Francis  
**Cc:** Ontario Line; Desautels, Solange (MECP); Mirjana Osojnicki; Carrie Sheaffer; Merlin Yuen; Batista,

Cindy (MECP)

**Subject:** RE: MECP comments on draft Environmental Conditions Report

Hello Maria,

Thank you for sharing the draft notices with the ministry. I have reviewed the first two attachments and I have some minor comments/edits for Metrolinx's consideration, which are also relevant in the newspaper posting.

It is my understanding that for the publication of the final ECR, Mx shall ensure that all of the Indigenous communities and persons, identified in clause 5 of the regulation, are given notification of the publication of the final ECR and provided access to a copy of it (Section 7.(2)). I don't believe you have to publish the notice of the final ECR in the newspaper, but publish the final on your website only. Whereas, the notice of EWR, you must publish in a newspaper, in addition to the project webpage. However, if Metrolinx wants to post in the newspaper and wants to post together with the draft EWR, the ministry has no concerns with this approach.

I assume that for the first two attachments, these are the notices that are to be sent directly to communities and persons who participated in the review of the draft documents and anyone who Metrolinx thinks may have an interest? And for the notice of draft EWR, copies will be sent as prescribed in subsection 9(4)? Please confirm.

Please let me know if you have any questions with respect to the above.

Thank you,

Cindy Batista | Special Project Officer | Transit Coordinator  
Environmental Assessment Services | Environmental Assessment Branch  
Ministry of the Environment, Conservation & Parks  
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5  
Phone: 437-248-0058 | Email: [cindy.batista@ontario.ca](mailto:cindy.batista@ontario.ca)

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

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**From:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>

**Sent:** November 24, 2020 2:01 PM

**To:** Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>; James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>

**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Desautels, Solange (MECP)

<[Solange.Desautels@ontario.ca](mailto:Solange.Desautels@ontario.ca)>; Mirjana Osojnicki <[Mirjana.Osojnicki@metrolinx.com](mailto:Mirjana.Osojnicki@metrolinx.com)>; Carrie Sheaffer <[Carrie.Sheaffer@metrolinx.com](mailto:Carrie.Sheaffer@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>

**Subject:** RE: MECP comments on draft Environmental Conditions Report

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Cindy,

Please see the following attached for your review:

- Draft Exhibition Early Works Report (EWR) Notice
- Final Environmental Conditions Report (ECR) Notice
- Combined newspaper ad for the Draft Exhibition EWR Notice and Final ECR Notice

Note that we are making a few tweaks to the map legend in the ad and Draft EWR Notice.

We'd appreciate any comments that you may have by tomorrow afternoon, if at all possible, to accommodate ad placement several days in advance of the publication date. Apologies for the short turn-around time request.

Thank you  
Maria

---

**From:** Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]

**Sent:** November-20-20 2:46 PM

**To:** James Francis

**Cc:** Ontario Line; Desautels, Solange (MECP); Mirjana Osojnicki; Carrie Sheaffer; Maria Zintchenko; Merlin Yuen

**Subject:** RE: MECP comments on draft Environmental Conditions Report

Thanks James. This is helpful.

Cindy

---

**From:** James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>

**Sent:** November 18, 2020 3:27 PM

**To:** Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>

**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Desautels, Solange (MECP)

<[Solange.Desautels@ontario.ca](mailto:Solange.Desautels@ontario.ca)>; Mirjana Osojnicki <[Mirjana.Osojnicki@metrolinx.com](mailto:Mirjana.Osojnicki@metrolinx.com)>; Carrie Sheaffer <[Carrie.Sheaffer@metrolinx.com](mailto:Carrie.Sheaffer@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>

**Subject:** RE: MECP comments on draft Environmental Conditions Report

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Cindy,

Thanks for joining our excess soil call this morning on very short notice. Our OL EA reporting timelines

continue to evolve, and the latest thinking is as follows:

- Notice of Final Environmental Conditions Report and Draft Early Works Report for Exhibition Station – November 30, 2020
- Notice of Draft Early Works Report for Lower Don Bridges – TBC
- Notice of Draft Early Works Report for Lakeshore East Joint Corridor – TBC

We anticipate potentially extending the public review period for the Draft Early Works Report for Exhibition Station beyond 30 days given overlap with end of year holidays, with completion of the Issues Resolution Process by January 25, 2021. We would be seeking a notice from MECP by March 1, 2021.

Hope this all makes sense! Thanks for bearing with us as our plans continue to evolve.

Thanks,  
James

---

**From:** Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]  
**Sent:** November-18-20 10:27 AM  
**To:** Maria Zintchenko; Merlin Yuen  
**Cc:** Ontario Line; Desautels, Solange (MECP); James Francis; Mirjana Osojnicki; Batista, Cindy (MECP)  
**Subject:** RE: MECP comments on draft Environmental Conditions Report  
**Importance:** High

Hello Maria,

Based on my understanding of your email below, there are 3 early works reports for the following:

1. Exhibition Station – Draft EWR Notice for November 20<sup>th</sup>
2. Lower Don Bridges – Draft EWR Notice for November 20<sup>th</sup>
3. Lakeshore East Joint Corridor – Draft EWR Notice for January 5<sup>th</sup>

On a call with Mirjana regarding the On Corridor projects, I asked her how much time Metrolinx intends on taking for its issues resolution process following the end of the comment period. This information is important so we can provide senior management advance notice of when the Minister's Office can expect to see a decision package for the early works projects project and when he is required to issue a notice.

Also, is Metrolinx still on target for posting its notice for the early works report for this Friday? Please let me know.

Thank you,

Cindy

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**From:** [Ubovic, Miroslav \(MECP\)](#)  
**To:** [Merlin Yuen](#)  
**Cc:** [Ontario Line](#); [James Francis](#); [Maria Zintchenko](#); [Batista, Cindy \(MECP\)](#)  
**Subject:** RE: OL Environmental Conditions - N&V - Additional Comments  
**Date:** Wednesday, November 04, 2020 3:01:24 PM  
**Attachments:** [image001.png](#)

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Hi Merlin,

Thank you for your response.

It was assumed that your approach from the email below will be included in the further and final report.

Therefore, there is no additional comments related to Environmental Condition Report.

Thank you,

**Miroslav Ubovic, P.Eng.** | Review Engineer Coordinator, Senior Noise | Approvals Services Section | Environmental Assessment & Permissions Branch | **Ministry of the Environment, Conservation and Parks**

135 St. Clair Ave. W., 1<sup>st</sup> Floor, Toronto ON M4V 1P5 | T: 437-216-7610 | F: 416-314-8452 | E: [miroslav.ubovic@ontario.ca](mailto:miroslav.ubovic@ontario.ca)

*If you have any accommodation needs or require communication supports or alternate formats, please let me know.*

*Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substitués, veuillez me le faire savoir*

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**From:** Merlin Yuen <Merlin.Yuen@metrolinx.com>  
**Sent:** November 4, 2020 2:47 PM  
**To:** Ubovic, Miroslav (MECP) <Miroslav.Ubovic@ontario.ca>  
**Cc:** Ontario Line <ontarioline@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>  
**Subject:** RE: OL Environmental Conditions - N&V - Additional Comments

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good afternoon Miroslav,

The Existing Conditions Report was completed to establish and baseline for additional impact assessment currently being completed by the Project Team.

At the EA stage, we're currently including the following sensitive receptors into the noise and vibration impact assessment as part of Ontario Line Early Works:

- Residences;
- Schools;
- Worship Spaces;
- Hospitals;
- Retirement Homes.

Sensitive receptors have been visually identified using aerial and street photography. Within each grouping of sensitive receptors, i.e. sensitive land use area, a sample receptor was selected to represent the worst-case receptor. These assessed points of reception (PORs) are at the closest sensitive properties to the rail corridor with each sensitive land use area. Note that planned and approved developments have also been considered in the impact assessment.

Let me know if you have any additional questions.

Regards.

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823

**From:** [Ubovic, Miroslav \(MECP\)](#)  
**To:** [Merlin Yuen](#); [Batista, Cindy \(MECP\)](#)  
**Cc:** [Ontario Line](#); [James Francis](#); [Maria Zintchenko](#)  
**Subject:** RE: OL Environmental Conditions - N&V - Additional Comments  
**Date:** Monday, November 02, 2020 1:44:33 PM  
**Importance:** High

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Hi Merlin,

Could you please clarify the following: “October 20, 2020: Residential receptors will be included in the assessment of impacts, but at the EA stage they are assessed based on modelling”

Which residential receptors are considered in the EA stage for vibration modelling/assessment?

Thank you,

**Miroslav Ubovic, P.Eng.** | Review Engineer Coordinator, Senior Noise | Approvals Services Section | Environmental Assessment & Permissions Branch | **Ministry of the Environment, Conservation and Parks**

135 St. Clair Ave. W., 1<sup>st</sup> Floor, Toronto ON M4V 1P5 | T: 437-216-7610 | F: 416-314-8452 | E: [miroslav.ubovic@ontario.ca](mailto:miroslav.ubovic@ontario.ca)

*If you have any accommodation needs or require communication supports or alternate formats, please let me know.*

*Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substitués, veuillez me le faire savoir*

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**From:** Merlin Yuen <Merlin.Yuen@metrolinx.com>  
**Sent:** October 28, 2020 1:58 PM  
**To:** Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Ubovic, Miroslav (MECP) <Miroslav.Ubovic@ontario.ca>  
**Cc:** Ontario Line <ontarioline@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>  
**Subject:** RE: OL Environmental Conditions - N&V - Additional Comments

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good afternoon Cindy and Miroslav,

Please see attached our comment responses to the latest round of MECP EC N&V comments from October 19. Please do let me know if any additional clarification is needed on this set of responses. We will be passing along responses to the MECP's latest round of comments from October 19, and 20 in the coming days.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

**From:** Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]

**Sent:** October-19-20 3:23 PM

**To:** Merlin Yuen

**Cc:** Ontario Line; James Francis; Maria Zintchenko; Batista, Cindy (MECP); Ubovic, Miroslav (MECP)

**Subject:** FW: OL Environmental Conditions - N&V - Additional Comments

Hello Merlin,

Please find attached the ministry's further response to the noise and vibration. In addition to the attached table, we would like to clarify the following:

Residential receptors if located closer than institutional receptors should be identified/evaluated. Even if the vibration level for the hospital or theatre may be lower than residential, but proximity (distance) to the project is an important factor. The baseline report should identify if there are any residential properties closer than institutional.

The TTC Protocol stipulates: "A point of assessment is any outdoor point on residential property, 15 m or more from the nearest track's centreline, where vibration originating from the Line is received."

Therefore, even if they missed residential receptors in their assessment, they should identify them, and provide rationale for exclusion based on proximity and potential impact from the project.

Please feel free to reach out to Miroslav directly for further questions or clarification, if needed.

Our final comments on the draft ECR will be sent shortly following this email.

Cindy

---

**From:** Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>

**Sent:** October 6, 2020 4:17 PM

**To:** Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>; Ubovic, Miroslav (MECP) <[Miroslav.Ubovic@ontario.ca](mailto:Miroslav.Ubovic@ontario.ca)>

**Cc:** Desautels, Solange (MECP) <[Solange.Desautels@ontario.ca](mailto:Solange.Desautels@ontario.ca)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>

**Subject:** RE: OL Environmental Conditions - N&V - Additional Comments

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good afternoon Cindy and Miroslav,

Apologies for the delay, please see our responses to the comments marked 'O', based on last week's



discussion with the Ministry. Upon review, please let me know if there are any additional comments and we can address as required.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

**From:** Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]

**Sent:** October-06-20 8:25 AM

**To:** Merlin Yuen

**Cc:** Ubovic, Miroslav (MECP); Desautels, Solange (MECP); Ontario Line; James Francis; Maria Zintchenko

**Subject:** RE: OL Environmental Conditions - Air Quality - Additional Comments

Good Morning Merlin,

Just following up on your email below. Can we expect to see responses very soon?

Cindy

---

**From:** Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>

**Sent:** September 29, 2020 3:53 PM

**To:** Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>

**Cc:** Ubovic, Miroslav (MECP) <[Miroslav.Ubovic@ontario.ca](mailto:Miroslav.Ubovic@ontario.ca)>; Desautels, Solange (MECP) <[Solange.Desautels@ontario.ca](mailto:Solange.Desautels@ontario.ca)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>

**Subject:** RE: OL Environmental Conditions - Air Quality - Additional Comments

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Not a problem Cindy – for the comments with an 'O' in the last column, we will be providing additional details and recirculating to the Ministry tomorrow.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

**From:** Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]

**Sent:** September-29-20 3:03 PM

**To:** Merlin Yuen  
**Cc:** Ubovic, Miroslav (MECP); Desautels, Solange (MECP); Ontario Line; James Francis; Maria Zintchenko; Batista, Cindy (MECP)  
**Subject:** RE: OL Environmental Conditions - Air Quality - Additional Comments

Hello Merlin,

Please find attached comments from our noise reviewer. I am referring to these comments. Further clarification may be required with respect to his inputs on the last column of the table. Please feel free to reach out to him directly.

As for air quality comments on the Environmental Conditions Report, the ministry can confirm that the responses provided by Metrolinx are fine.

Thanks,

Cindy

---

**From:** Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
**Sent:** September 28, 2020 12:53 PM  
**To:** Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>  
**Cc:** Ubovic, Miroslav (MECP) <[Miroslav.Ubovic@ontario.ca](mailto:Miroslav.Ubovic@ontario.ca)>; Martin, Paul (MECP) <[Paul.D.Martin@ontario.ca](mailto:Paul.D.Martin@ontario.ca)>; Desautels, Solange (MECP) <[Solange.Desautels@ontario.ca](mailto:Solange.Desautels@ontario.ca)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>  
**Subject:** RE: OL Environmental Conditions - Air Quality - Additional Comments

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Cindy – I took a look through our records and noted that we had received a tracker on September 9, however, there doesn't seem to be any additional comments from the Ministry on that sheet, could you clarify?

## MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

---

**From:** Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]  
**Sent:** September-28-20 9:34 AM  
**To:** Merlin Yuen  
**Cc:** Ubovic, Miroslav (MECP); Martin, Paul (MECP); Desautels, Solange (MECP); Ontario Line; James Francis; Maria Zintchenko; Batista, Cindy (MECP)  
**Subject:** RE: OL Environmental Conditions - Air Quality - Additional Comments

Good Morning Merlin

Thank you for sending us the air quality comments table. I believe we are still waiting on noise and vibration comment response table. Can we expect that today?

Thanks,

Cindy

---

**From:** Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
**Sent:** September 25, 2020 9:41 AM  
**To:** Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>  
**Cc:** Ubovic, Miroslav (MECP) <[Miroslav.Ubovic@ontario.ca](mailto:Miroslav.Ubovic@ontario.ca)>; Martin, Paul (MECP) <[Paul.D.Martin@ontario.ca](mailto:Paul.D.Martin@ontario.ca)>; Desautels, Solange (MECP) <[Solange.Desautels@ontario.ca](mailto:Solange.Desautels@ontario.ca)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>  
**Subject:** RE: OL Environmental Conditions - Air Quality - Additional Comments

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good morning Cindy,

Please see attached our responses to the MECP's additional comments dated August 18, 2020.

Note that we are endeavoring to provide updated background calculations to MECP for next week, and to be reflected in the Final ECR.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

**From:** Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]  
**Sent:** September-24-20 10:09 AM  
**To:** Merlin Yuen; Maria Zintchenko  
**Cc:** Ubovic, Miroslav (MECP); Martin, Paul (MECP); Desautels, Solange (MECP); Ontario Line; Batista, Cindy (MECP); James Francis  
**Subject:** RE: OL Environmental Conditions - Air Quality - Additional Comments

Hello,

Just following up on the status of the comment and response tables for the Environmental Conditions Report and supporting documentation. We are a week into the comment period and the ministry has not yet received the table from Metrolinx which should describe how ministry concerns have been addressed in the revised reports.

Thank you,

Cindy

---

**From:** Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
**Sent:** September 22, 2020 9:28 AM  
**To:** Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Ubovic, Miroslav (MECP) <[Miroslav.Ubovic@ontario.ca](mailto:Miroslav.Ubovic@ontario.ca)>; Martin, Paul (MECP) <[Paul.D.Martin@ontario.ca](mailto:Paul.D.Martin@ontario.ca)>; Desautels, Solange (MECP) <[Solange.Desautels@ontario.ca](mailto:Solange.Desautels@ontario.ca)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: OL Environmental Conditions - Air Quality - Additional Comments

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good morning Cindy – understood that these responses are typically provided same time as resubmission of reports or in advance of notice. We are aiming to provide the Ministry with these comment responses early this week.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

**From:** Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]  
**Sent:** September-21-20 9:46 AM  
**To:** Merlin Yuen  
**Cc:** Maria Zintchenko; Ubovic, Miroslav (MECP); Martin, Paul (MECP); Desautels, Solange (MECP); Ontario Line; Batista, Cindy (MECP)  
**Subject:** RE: OL Environmental Conditions - Air Quality - Additional Comments

Hello Merlin,

I assume we will receive the tables soon as the review period for the ECR has already started? The table will be required in order for ministry staff to complete its review. Typically these tables are provided at the same time as the submission of the reports or in advance of a notice. Can we expect to see a comment response table early this week?

Please let me know.

Thanks,

Cindy

---

**From:** Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
**Sent:** September 21, 2020 9:25 AM  
**To:** Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Ubovic, Miroslav (MECP) <[Miroslav.Ubovic@ontario.ca](mailto:Miroslav.Ubovic@ontario.ca)>; Martin, Paul (MECP) <[Paul.D.Martin@ontario.ca](mailto:Paul.D.Martin@ontario.ca)>; Desautels,

Solange (MECP) <[Solange.Desautels@ontario.ca](mailto:Solange.Desautels@ontario.ca)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** RE: OL Environmental Conditions - Air Quality - Additional Comments

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good morning Cindy – my apologies for the delayed response, I was away last week.

You're correct, we will be issuing a comment response table to the Ministry's comments on the existing conditions air quality and noise and vibration reports in support of the ECR.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

**From:** Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]

**Sent:** September-18-20 3:34 PM

**To:** Merlin Yuen

**Cc:** Maria Zintchenko; Batista, Cindy (MECP); Ubovic, Miroslav (MECP); Martin, Paul (MECP); Desautels, Solange (MECP); Ontario Line

**Subject:** RE: OL Environmental Conditions - Air Quality - Additional Comments

Hello Merlin,

The published Draft Environmental Conditions Report appears to include updated Noise and Vibration and Air Quality reports; however, we have not yet received a response from Metrolinx as to whether our noise and vibration and air quality comments on earlier drafts have been incorporated in the updated reports that were posted yesterday. Will Metrolinx be submitting a comment response table describing how our comments were addressed in the updated reports to support the Environmental Conditions Report?

Thanks,

Cindy

---

**From:** Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>

**Sent:** September 9, 2020 8:34 AM

**To:** Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>

**Cc:** Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>

**Subject:** FW: OL Environmental Conditions - Air Quality - Additional Comments

Good Morning Merlin,


Please find attached the ministry's review of Metrolinx's responses to our noise and vibration

comments for the Ontario Line Environmental Conditions report. The noise reviewer is available to talk to your consultant if clarification is required.

Thanks,

Cindy

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| Review Comments Spreadsheet |               |  |  | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....  | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete   | <br>An agency of the Government of Ontario<br>Une Agence du gouvernement de l'Ontario |   |  |
|-----------------------------|---------------|--|--|---|--|---|---|--|
| Work Plan                   |               |  |  |   |  |   |   |  |
| Project Name:               |               |  |  | Ontario Line Environmental Conditions Report  |  | Revised By:   |   |  |
| Project No:                 |               |  |  |   |  | Date In:  |   |  |
| Draft Environmental Reports |               |  |  |   |  | Date Out:   |   |  |
| Item No.                    | Reviewer Name | Report Name  | Part, Chapter, Sec, Subsec, page, DWG#       | Review Comment  | Response & Details (Authors - )  | Action 1 / 2 / 3* (Authors)   | MECP Additional Comment   | Response & Details (Authors - )  |
| 1                           | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) | Executive Summary & Section 7                | The report states that it is recommended to conduct a quantitative assessment of air quality impacts from above ground Ontario Line electrified track operations. Air quality impacts from the tunnelled and at-grade segments of the Ontario Line should also be assessed for both construction and operation activities.  | Noted, text will be updated to reflect this recommendation   | 1   |   |  |
| 2                           | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) | Tables 2-4, 3-3, E-1 and 5-1 under section 7 | Tables 2-4 and 3-3 do not show the same values for the 1-hour and annual SO2 AAQCs. These tables and associated % of Standard Limit calculations should be revised throughout the report to reflect the updated SO2 AAQCs. Since the online AAQC list has not yet been updated to reflect these changes, please refer to the decision document for additional information <a href="https://prod-environmental-registry.s3.amazonaws.com/2018-03/SO2%20Decision%20Document%20%28March%202018%29_0.pdf">https://prod-environmental-registry.s3.amazonaws.com/2018-03/SO2%20Decision%20Document%20%28March%202018%29_0.pdf</a> | Noted, Table 2-4 and Table 3-3 will be updated to reflect updated SO2 standards as indicated   | 1   |   |  |
| 3                           | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) | Table 3-2                                    | Please clarify the approach to determining the 1-hour, 8-hour and 24-hour background concentrations shown in Table 3-2. Typically, the background concentrations used in EAs are determined by calculating the 90th percentile value from a 5 year data set for each averaging period, rather than averaging the 90th percentile value from each year.  | Noted, future background assessments may be conducted in the manner.   | 3   | The recommended approach for calculating background concentrations should be used in the future Environmental Impact Assessment Report. Since it is possible that the same years of background data will be used in the future Environmental Impact Assessment Report as in the Existing Conditions report, it is recommended to revise the background calculations provided here to allow for a direct comparison between reports. | We will revise Table 3-2 as per the MECP's comment and any other affected sections of the report. The background calculations will be updated and provided to MECP for review. |
| 4                           | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) | Table 3-3                                    | Please clarify how the average of background data values shown in Table 3-3 were calculated as they do not seem to correlate with the 90th percentile values shown in Table 3-2.  | Noted, any typos in Table 3-2 or Table 3-3 will be updated as necessary  | 1   |   |  |
| 5                           | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) | Sections 4.1.3 and 4.3.3                     | The first statements under sections 4.1.3 and 4.3.3 are missing the phrase "were identified"  | Noted, text will be updated  | 1   |   |  |
| 6                           | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) | Section 4.2.3                                | Please clarify if section 4.2.3 should include the statement that individual industries were not included in the emission inventory to be consistent with sections 4.1.3 and 4.3.3  | Noted and agreed, text will be updated   | 1   |   |  |
| 7                           | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) | Table 5-1                                    | Table 5-1 states that the criteria for PM2.5, PM10 and crystalline silica are provide in Metrolinx's Environmental Guide for Air Quality and Greenhouse Gas Emissions Assessment. Please clarify if these criteria are the ministry's Ambient Air Quality Criteria (AAQC).  | Yes, these criteria are based on AAQC thresholds.  | 3   |   |  |
| 8                           | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) | Table 5-1                                    | It is recommended to monitor baseline conditions for longer than 1 week in order to capture representative concentrations under varying meteorological conditions.  | The report will be revised to remove baseline monitoring duration. This will be considered as part of the impact assessment to be undertaken in support of the Environmental Impact Assessment Report.   | 3   |   |  |
| 9                           | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) |  | Please clarify if the construction monitoring plan for the Ontario Line will be similar to the Early Works construction plan, and whether it will be provided to the ministry for review.   | The report provides existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. More details related to mitigation and monitoring will be provided in the future Environmental Impact Assessment Report to be completed in accordance with the Ontario Line Project Regulation.  | 3   |   |  |
| 10                          | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) |  | Please clarify how this qualitative assessment will support the future quantitative Environmental Impacts Assessment and if a quantitative "Current Scenario" similar to those produced for other TPAP projects will be completed.  | The approach taken for the Ontario Line Existing Conditions assessment was to provide a qualitative review of air quality ambient background levels and contributing factors to the local air quality within the Study Area. This qualitative review provided ambient monitored concentrations of the main criteria contaminants (NOx, CO, SO2, PM10, PM2.5, Acetaldehyde, Acrolein, Formaldehyde, Benzene, 1,3-butadiene, and Benzo(a)pyrene). In addition, the qualitative approach provided examples of local industry with significant air releases based on exiting NPRI and MECP records, as well as a review of AADT traffic, bus and rail travel within each study area. The emissions from traffic, rail, and buses were estimated at a high level to produce annual CAC contributions within each study area. The emissions were not modelled in a quantitative manner to estimate local impacts. This level of effort is sufficient to adequately compare future build-out and no-build emission scenarios to the existing conditions regardless of the approach taken within the future impact assessment; even with solely a comparison of anticipated traffic, rail and bus emission contributions from future projected scenarios. Raw data is provided, though a modelled assessment was not completed. Modelled assessment completion will be considered as the project design evolves and completed as required. | 3   |   |  |
| 11                          | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) |  | Please note that site-specific meteorological data will be required for all modelling scenarios in the future quantitative Environmental Impacts Assessment. Please contact the ministry's Environmental Monitoring and Reporting Branch at <MetDataENE@ontario.ca> for this request.   | Noted. This will be reflected in the report  | 1   |   |  |
|                             |               |  |  |   |  |   |   |  |
|                             |               |  |  |   |  |   |   |  |
|                             |               |  |  |   |  |   |   |  |

| Review Comments Spreadsheet |                 |   |  | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....   | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete   |                             |                               |
|-----------------------------|-----------------|---|--|--|--|-----------------------------|-------------------------------|
| Ontario Line                |                 |   |  |  |  |                             |                               |
| Review Code:                |                 | Document Name Ontario Line - EC - N&V Report - MECP Comment Sheet |  |  | Revised By:  | Name, Acronym               |                               |
| Location:                   |                 | Contract Name:  |  |  | Date In:   |                             |                               |
| % Completion:               |                 | Contract No:  |  |  | Date Out:  |                             |                               |
| Item No.                    | Reviewer Name   | Description   | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment   | Response & Details (Authors - )  | Action 1 / 2 / 3* (Authors) | Status O / P / C** (Reviewer) |
| 1                           | Miroslav Ubovic | Noise   | Section 2.2                            | Caution should be used when filtering noise measurement data based on wind speed measured at significant distance from the measurement location, especially in well populated areas where houses and high rise buildings influence wind speed (i.e. shielding)   | Noted. However, many of the monitoring locations would not be shielded from wind at all angles, so excluding periods with high winds is a conservative approach for not overestimating baseline noise.   | 3                           | P                             |
| 2                           | Miroslav Ubovic | Noise   | Section 2.3                            | Measurement location MO_01W and MO_05S did not obtain any date from 7 pm to 11 pm because of site access and attended noise measurements were conducted during the nighttime only. Duration of the measurements need to be specified? The ministry requires ambient noise monitoring to be at least 48 hours long and including weekend, if possible.  | These locations had attended measurements collected overnight for one night due to access restraints. Timelines for monitoring periods are presented in Appendix D, but this can briefly be clarified in the report.   | 1                           | P                             |
| 3                           | Miroslav Ubovic | Noise   | Section 2.3                            | Is Note 1 applicable for this project especially when winds generate high ambient noise in areas that are well treed with considerable foliage.  | Care was taken to ensure noise monitors were not installed in the close proximity of rustling foliage. However, wind generated noise can be apparent from a range of sources impacted by wind. By filtering the noise measurement data to exclude periods of high wind, a conservative baseline is established.<br><br>September 30th, 2020 Update: Measurements at all locations but 2 were taken for approximately 5 days, which should provide a reasonably sufficient sample to be used in future assessments. For stationary source assessments, the minimum measured hourly Leq from the 5 days was provided and can be used.<br><br>Consultants may acquire additional measurements or perform traffic calculations to verify the results in this report, and this is mentioned in Section 2.3. In addition, consultants and future design work are encouraged to start with and work to the NPC-300 exclusionary limits if possible.   | 3                           | P                             |
| 4                           | Miroslav Ubovic | Noise   | Table 1                                | Min, max and avrg LEQ value for MO_01W is the same. It is unrealistic situation that the sound pressure does not change over 12 hrs period unless the monitor is installed in vicinity to a constant noise level source.   | This was one of two monitoring locations where attended measurements could only be taken for one overnight period, due to access restraints. As such, the data collected was primarily for the night-time period and the sample size for day-time is very small (2 hours). The full measurement period is presented in the Appendix, but will be clarified in the body of the report.  | 1                           | P                             |
| 5                           | Miroslav Ubovic | Noise   | Table 2                                | Min, max and avrg LEQ value for MO_05S is the same. It is unrealistic situation that the sound pressure does not change over 12 hrs period unless the monitor is installed in vicinity to a constant noise level source.   | This was one of two monitoring locations where attended measurements could only be taken for one overnight period, due to access restraints. As such, the data collected was primarily for the night-time period and the sample size for day-time is very small (2 hours). The full measurement period is presented in the Appendix, but will be clarified in the body of the report.  | 1                           | P                             |
| 6                           | Miroslav Ubovic | Vibration   | Section 3.2                            | Is there are any residential vibration sensitive receptor closer then institutional/commercial receptors to the planed track alignment in the Ontario Line West and Ontario Line South segment. It yes, why they are not considered. Oct 15, 2020: It is recommended that residential receptors are considered, or rationale for exclusion is provided and based on a proximity to the proposed project vs. applicable limits. | September 30th, 2020 Update: Baseline monitoring for residential receptors was not conducted, as residential receptors have a defined limit of 0.1 mm/s within the TTC Protocol for Noise and Vibration Assessment for subway operations.<br><br>For construction, Toronto By-Law 514 sets defined vibration limits.<br><br>Therefore, baseline vibration monitoring at residential receptors was not required.<br><br>October 20, 2020: Residential receptors will be included in the assessment of impacts, but at the EA stage they are assessed based on modelling. The reason for baselining non-residential receptors is to help with identifying appropriate limits, whereas for residential receptors the limits are either hard limits (as with OL, adopting TTC protocol limit), or relative to existing modelled (as with GO Transit protocol). This is the same approach as rail and road traffic noise impacts, which are assessed based on modelling. A baseline for construction vibration impacts is not required because the assessment uses absolute criteria which are not dependent on the baseline. | 3                           | O                             |



|    |                 |           |             |   |   |   |   |
|----|-----------------|-----------|-------------|---|---|---|---|
| 7  | Miroslav Ubovic | Vibration | Section 3.2 | Is there any residential receptors in proximity to the Ontario Line North section. If yes, provide rationale why they are not considered. Oct 15, 2020: It is recommended that residential receptors are considered, or rationale for exclusion is provided and based on a proximity to the proposed project vs. applicable limits. | No vibration-sensitive receptors with special requirements beyond residential sensitivity (with defined limits) were identified in the Ontario Line North segment.<br><br>October 20, 2020: Residential receptors will be included in the assessment of impacts, but at the EA stage they are assessed based on modelling. The reason for baselining non-residential receptors is to help with identifying appropriate limits, whereas for residential receptors the limits are either hard limits (as with OL, adopting TTC protocol limit), or relative to existing modelled (as with GO Transit protocol). This is the same approach as rail and road traffic noise impacts, which are assessed based on modelling. A baseline for construction vibration impacts is not required because the assessment uses absolute criteria which are not dependent on the baseline. | 3 | O |
| 8  | Miroslav Ubovic | Noise     | Table 8     | Stationary noise sources assessment is based on worst-case scenario. An evaluation and confirmation should be performed if the monitored locations represent the worst case scenario and if levels in Table 1, 2, 3 are applicable.   | Agreed. Many monitoring locations were selected based on proximity to known station locations. However, care should be taken when using ambient monitoring data to ensure they are applicable given the situation. Requirements for additional monitoring will be established during detailed design when more information is known regarding stationary sources and locations.   | 3 | P |
| 9  | Miroslav Ubovic | Vibration | Table 8     | City of Toronto Bylaw 514 and NPC-207 may be applicable and it is recommended to be referenced.   | September 30th, 2020 Update: Table 6-1 ( <b>formerly Table 8</b> ) details potential uses for baseline noise and vibration results. Toronto Bylaw 514 is mentioned in Table 5-1 ( <b>formerly Table 9</b> ), sets a standard limit, and would not be applicable for inclusion in this table. City of Toronto Bylaw 514 limits will be considered in the Environmental Impact Assessment Report and Early Works Construction Noise and Vibration Impact Assessment.<br><br>We don't anticipate any significant operational vibration from stationary sources from this project, so the inclusion of NPC-207 is not required.   | 3 | P |
| 10 | Miroslav Ubovic | Noise     | Table 9     | Operational Noise: provide rationale on how the project owner would have rights on receptor based treatments, especially for existing receptor(s).  | September 30th, 2020 Update: The mention of receptor based treatments has been removed as of the latest updates to the report.  | 3 | C |
| 11 | Miroslav Ubovic | General   | Appendix B  | Figures should be numbered  | Numbers can be added to Appendix B figures.   | 1 | C |
| 12 | Miroslav Ubovic | General   | Appendix B  | Second figure indicate different route of the Ontario Line North section which was not labeled on the figure to indicate if it is above or below ground. Also, if it is still evaluated at this stage, the report needs to reflect it.  | This figure has since been revised and the routing of the OLN segment follows the representative alignment shown in the IBC.  | 1 | C |
|    |                 |           |             |   |   |   |   |

**From:** [Merlin Yuen](#)  
**To:** [Batista, Cindy \(MECP\)](#)  
**Cc:** [Ontario Line](#); [Desautels, Solange \(MECP\)](#); [Maria Zintchenko](#); [James Francis](#)  
**Subject:** RE: MECP comments on draft Environmental Conditions Report  
**Date:** Tuesday, October 20, 2020 11:21:22 AM

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Good morning Cindy – thanks for passing these along, I can acknowledge receipt and will let you know if we have any clarifications needed from your team. You're correct that our team will be reviewing these comments and providing comment responses back to the Ministry prior to posting of the Final ECR.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

**From:** [Batista, Cindy \(MECP\)](#)  
**To:** [Maria Zintchenko](#); [James Francis](#); [Merlin Yuen](#)  
**Cc:** [Ontario Line](#); [Desautels, Solange \(MECP\)](#); [Batista, Cindy \(MECP\)](#)  
**Subject:** RE: MECP comments on draft Environmental Conditions Report  
**Date:** Tuesday, October 20, 2020 10:01:03 AM

---

Hello Metrolinx,

The ministry's District Office has additional comments for your consideration on the draft Environmental Conditions Report as follows:

1. A map of the study area was provided. Are the ancillary facilities inside this study area?
2. Table 4.1 (Air Quality) – The only column for air quality is “construction air quality”. Metrolinx recommends the use of Environment Canada's BMP to mitigate construction air quality.

We suggest that the MECP's Technical Bulletin “Management Approaches for Industrial Fugitive Dust Sources” should be used to mitigate dust from storage yards and other stationary sources.

Thank you,

Cindy

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**From:** Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>  
**Sent:** October 19, 2020 5:39 PM  
**To:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; James Francis (James.Francis@metrolinx.com) <James.Francis@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>  
**Cc:** Ontario Line <ontarioline@metrolinx.com>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>  
**Subject:** MECP comments on draft Environmental Conditions Report

Hello,

Please find attached additional ministry's comments on the draft Environmental Conditions Report for your consideration (both in word and pdf). In terms of next steps, will Metrolinx be providing responses back to the ministry prior to finalizing/posting this report? Can you kindly confirm.

Happy to arrange a call if you have any questions or need clarification on the comments made in the attached memo.

Thank you,

Cindy Batista | Special Project Officer  
Environmental Assessment Services | Environmental Assessment Branch

Ministry of the Environment, Conservation & Parks  
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5  
Phone: 437-248-0058 | Email: [cindy.batista@ontario.ca](mailto:cindy.batista@ontario.ca)

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir

**This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.**

**From:** [Merlin Yuen](#)  
**To:** [Ubovic, Miroslav \(MECP\)](#); [Batista, Cindy \(MECP\)](#)  
**Cc:** [Desautels, Solange \(MECP\)](#); [Ontario Line](#); [James Francis](#); [Maria Zintchenko](#)  
**Subject:** RE: OL Environmental Conditions - Air Quality - Additional Comments  
**Date:** Wednesday, September 30, 2020 11:03:25 AM

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Thanks for confirming Miroslav – I will set up a call between 1:30 – 2PM shortly.

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

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**From:** Ubovic, Miroslav (MECP) [mailto:Miroslav.Ubovic@ontario.ca]  
**Sent:** September-30-20 8:18 AM  
**To:** Merlin Yuen; Batista, Cindy (MECP)  
**Cc:** Desautels, Solange (MECP); Ontario Line; James Francis; Maria Zintchenko  
**Subject:** RE: OL Environmental Conditions - Air Quality - Additional Comments

Hi Merlin,

I am available between 1:00 pm – 2:00 pm today, or Monday most of the day.

Thanks,

**Miroslav Ubovic, P.Eng.** | Review Engineer Coordinator, Senior Noise | Approvals  
Services Section | Environmental Assessment & Permissions Branch | **Ministry of the  
Environment, Conservation and Parks**

135 St. Clair Ave. W., 1<sup>st</sup> Floor, Toronto ON M4V 1P5 | T: 437-216-7610 | F: 416-314-  
8452 | E: [miroslav.ubovic@ontario.ca](mailto:miroslav.ubovic@ontario.ca)

*If you have any accommodation needs or require communication supports or  
alternate formats, please let me know.*

*Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à  
la communication ou des médias substitués, veuillez me le faire savoir*

---

**From:** [Batista, Cindy \(MECP\)](#)  
**To:** [Ontario Line](#)  
**Subject:** RE: Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Friday, September 18, 2020 2:38:45 PM

---

Thank you.

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** September 18, 2020 10:55 AM  
**To:** Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>  
**Subject:** RE: Ontario Line - Notice of Draft Environmental Conditions Report

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Hi Cindy,

The following Dropbox link contains pdfs of the ECR and Appendices:

[REDACTED]. Let me know if you need anything else.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

---

**From:** Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]  
**Sent:** Friday, September 18, 2020 10:30 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>  
**Subject:** RE: Ontario Line - Notice of Draft Environmental Conditions Report

Hello,

Is it possible to send us a pdf of the ECR and its supporting documentation?

Please let me know.

Thanks,

Cindy

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** September 17, 2020 8:26 AM

**To:** Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>

**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Desautels, Solange (MECP) <[Solange.Desautels@ontario.ca](mailto:Solange.Desautels@ontario.ca)>; Ubovic, Miroslav (MECP) <[Miroslav.Ubovic@ontario.ca](mailto:Miroslav.Ubovic@ontario.ca)>; Liu, Chunmei (MECP) <[Chunmei.Liu@ontario.ca](mailto:Chunmei.Liu@ontario.ca)>

**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good morning Cindy,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

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**From:** [Batista, Cindy \(MECP\)](#)  
**To:** [Merlin Yuen](#)  
**Cc:** [Batista, Cindy \(MECP\)](#); [Graham, Amanda \(MECP\)](#)  
**Subject:** FW: OL Environmental Conditions - Air Quality - Additional Comments  
**Date:** Tuesday, August 18, 2020 12:21:05 PM  
**Attachments:** [REDACTED]

---

Hello Merlin,

Please see the attached additional comment on the Ontario Line existing conditions report. Let me know if you have any questions.

Thanks,

Cindy

---

**From:** Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
**Sent:** August 10, 2020 9:47 AM  
**To:** Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>  
**Cc:** Graham, Amanda (MECP) <[Amanda.Graham@ontario.ca](mailto:Amanda.Graham@ontario.ca)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>  
**Subject:** RE: OL Environmental Conditions - Air Quality - Additional Comments

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good morning Cindy – hope you had a great weekend.

Please find attached our comment responses to the following set of Ministry comments for the Ontario Line Existing Conditions Reports:

- EC Air Quality Report, received July 16, and July 20 (consolidated into one sheet);
- EC Noise and Vibration, received June 25.

Please review and let us know if the Ministry's comments have been addressed and if there are any additional comments from the Ministry on this set of reports.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

**From:** Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]  
**Sent:** July-20-20 2:43 PM



**To:** Merlin Yuen

**Cc:** Batista, Cindy (MECP); Graham, Amanda (MECP)

**Subject:** OL Environmental Conditions - Air Quality - Additional Comments

Hello Merlin,

Please find attached the ministry's additional air quality comments to support the environmental conditions report.


Please let me know if you have any questions.

Thanks,

Cindy

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

| Review Comments Spreadsheet |                 |                |  | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....  | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete  |                             |                               |
|-----------------------------|-----------------|----------------|--|---|---|-----------------------------|-------------------------------|
| Ontario Line                |                 |                |  |   |   |                             |                               |
| Review Code:                |                 | Document Name  |  |   | Ontario Line - EC - N&V Report - MECP Comment Sheet   | Revised By:                 | Name, Acronym                 |
| Location:                   |                 | Contract Name: |  |   |   | Date In:                    |                               |
| % Completion:               |                 | Contract No:   |  |   |   | Date Out:                   |                               |
| Item No.                    | Reviewer Name   | Description    | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment  | Response & Details (Authors - )   | Action 1 / 2 / 3* (Authors) | Status O / P / C** (Reviewer) |
| 1                           | Miroslav Ubovic | Noise          | Section 2.2                            | Caution should be used when filtering noise measurement data based on wind speed measured at significant distance from the measurement location, especially in well populated areas where houses and high rise buildings influence wind speed (i.e. shielding)  | Noted. However, many of the monitoring locations would not be shielded from wind at all angles, so excluding periods with high winds is a conservative approach for not overestimating baseline noise.  | 3                           |                               |
| 2                           | Miroslav Ubovic | Noise          | Section 2.3                            | Measurement location MO_01W and MO_05S did not obtain any date from 7 pm to 11 pm because of site access and attended noise measurements were conducted during the nighttime only. Duration of the measurements need to be specified? The ministry requires ambient noise monitoring to be at least 48 hours long and including weekend, if possible. | These locations had attended measurements collected overnight for one night due to access restraints. Timelines for monitoring periods are presented in Appendix D, but this can briefly be clarified in the report.  | 1                           |                               |
| 3                           | Miroslav Ubovic | Noise          | Section 2.3                            | Is Note 1 applicable for this project especially when winds generate high ambient noise in areas that are well treed with considerable foliage.   | Care was taken to ensure noise monitors were not installed in the close proximity of rustling foliage. However, wind generated noise can be apparent from a range of sources impacted by wind. By filtering the noise measurement data to exclude periods of high wind, a conservative baseline is established.   | 3                           |                               |
| 4                           | Miroslav Ubovic | Noise          | Table 1                                | Min, max and avrg LEQ value for MO_01W is the same. It is unrealistic situation that the sound pressure does not change over 12 hrs period unless the monitor is installed in vicinity to a constant noise level source.  | This was one of two monitoring locations where attended measurements could only be taken for one overnight period, due to access restraints. As such, the data collected was primarily for the night-time period and the sample size for day-time is very small (2 hours). The full measurement period is presented in the Appendix, but will be clarified in the body of the report. | 1                           |                               |
| 5                           | Miroslav Ubovic | Noise          | Table 2                                | Min, max and avrg LEQ value for MO_05S is the same. It is unrealistic situation that the sound pressure does not change over 12 hrs period unless the monitor is installed in vicinity to a constant noise level source.  | This was one of two monitoring locations where attended measurements could only be taken for one overnight period, due to access restraints. As such, the data collected was primarily for the night-time period and the sample size for day-time is very small (2 hours). The full measurement period is presented in the Appendix, but will be clarified in the body of the report. | 1                           |                               |
| 6                           | Miroslav Ubovic | Vibration      | Section 3.2                            | Is there are any residential vibration sensitive receptor closer then institutional/commercial receptors to the planed track alignment in the Ontario Line West and Ontario Line South segment. It yes, why they are not considered.  | Residential receptors are subjected to defined limits (i.e. TTC protocol). Vibration receptors selected were considered potentially more vibration sensitive than residences (hospitals, theatres, and recording studios.) Vibration measurements were taken in these locations to help establish criteria for these locations or to provide a record for future comparison.          | 3                           |                               |
| 7                           | Miroslav Ubovic | Vibration      | Section 3.2                            | is there any residential receptors in proximity to the Ontario Line North section. If yes, provide rationale why they are not considered.   | No vibration-sensitive receptors with special requirements beyond residential sensitivity (with defined limits) were identified in the Ontario Line North segment.  | 3                           |                               |
| 8                           | Miroslav Ubovic | Noise          | Table 8                                | Stationary noise sources assessment is based on worst-case scenario. An evaluation and confirmation should be performed if the monitored locations represent the worst case scenario and if levels in Table 1, 2, 3 are applicable.   | Agreed. Many monitoring locations were selected based on proximity to known station locations. However, care should be taken when using ambient monitoring data to ensure they are applicable given the situation. Requirements for additional monitoring will be established during detailed design when more information is known regarding stationary sources and locations.       | 3                           |                               |
| 9                           | Miroslav Ubovic | Vibration      | Table 8                                | City of Toronto Bylaw 514 and NPC-207 may be applicable and it is recommended to be referenced.   | Table 8 details potential uses for baseline noise and vibration results. Toronto Bylaw 514 is mentioned in Table 9, sets a standard limit, and would not be applicable for inclusion in this table.<br><br>We don't anticipate any significant operational vibration from stationary sources from this project, so the inclusion of NPC-207 is not required.                          | 3                           |                               |
| 10                          | Miroslav Ubovic | Noise          | Table 9                                | Operational Noise: provide rationale on how the project owner would have rights on receptor based treatments, especially for existing receptor(s).  | It is assumed that the project owner and residential property owner would coordinate together to create an agreement on any receptor based treatments.  | 3                           |                               |
| 11                          | Miroslav Ubovic | General        | Appendix B                             | Figures should be numbered  | Numbers can be added to Appendix B figures.   | 1                           |                               |
| 12                          | Miroslav Ubovic | General        | Appendix B                             | Second figure indicate different route of the Ontario Line North section which was not labeled on the figure to indicate if it is above or below ground. Also, if it is still evaluated at this stage, the report needs to reflect it.  | This figure has since been revised and the routing of the OLN segment follows the representative alignemnt shown in the IBC.  | 1                           |                               |
|                             |                 |                |  |   |   |                             |                               |

| Review Comments Spreadsheet |               |  |  | <b>* Actions:</b><br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....   |  | <b>** Status:</b><br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete   |  |  <b>METROLINX</b><br><small>An agency of the Government of Ontario<br/>Une agence du gouvernement de l'Ontario</small> |  |
|-----------------------------|---------------|--|--|---|--|---|--|--|--|
| Work Plan                   |               |  |  | Project Name: Ontario Line Environmental Conditions Report  |  | Revised By:   |  |  |  |
|                             |               |  |  | Project No:   |  | Date In:  |  |  |  |
|                             |               |  |  | Draft Environmental Reports   |  | Date Out:   |  |  |  |
| Item No.                    | Reviewer Name | Report Name  | Part, Chapter, Sec, Subsec, page, DWG#       | Review Comment  |  | Response & Details (Authors - )   |  | Action 1 / 2 / 3* (Authors)  |  |
| 1                           | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) | Executive Summary & Section 7                | The report states that it is recommended to conduct a quantitative assessment of air quality impacts from above ground Ontario Line electrified track operations. Air quality impacts from the tunnelled and at-grade segments of the Ontario Line should also be assessed for both construction and operation activities.  |  | Noted, text will be updated to reflect this recommendation  |  | 1  |  |
| 2                           | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) | Tables 2-4, 3-3, E-1 and 5-1 under section 7 | Tables 2-4 and 3-3 do not show the same values for the 1-hour and annual SO2 AAQCs. These tables and associated % of Standard Limit calculations should be revised throughout the report to reflect the updated SO2 AAQCs. Since the online AAQC list has not yet been updated to reflect these changes, please refer to the decision document for additional information <a href="https://prod-environmental-registry.s3.amazonaws.com/2018-03/SO2%20Decision%20Document%20%28March%202018%29_0.pdf">https://prod-environmental-registry.s3.amazonaws.com/2018-03/SO2%20Decision%20Document%20%28March%202018%29_0.pdf</a> |  | Noted, Table 2-4 and Table 3-3 will be updated to reflect updated SO2 standards as indicated  |  | 1  |  |
| 3                           | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) | Table 3-2                                    | Please clarify the approach to determining the 1-hour, 8-hour and 24-hour background concentrations shown in Table 3-2. Typically, the background concentrations used in EAs are determined by calculating the 90th percentile value from a 5 year data set for each averaging period, rather than averaging the 90th percentile value from each year.  |  | Noted, future background assessments may be conducted in the manner.  |  | 3  |  |
| 4                           | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) | Table 3-3                                    | Please clarify how the average of background data values shown in Table 3-3 were calculated as they do not seem to correlate with the 90th percentile values shown in Table 3-2.  |  | Noted, any typos in Table 3-2 or Table 3-3 will be updated as necessary   |  | 1  |  |
| 5                           | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) | Sections 4.1.3 and 4.3.3                     | The first statements under sections 4.1.3 and 4.3.3 are missing the phrase "were identified"  |  | Noted, text will be updated   |  | 1  |  |
| 6                           | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) | Section 4.2.3                                | Please clarify if section 4.2.3 should include the statement that individual industries were not included in the emission inventory to be consistent with sections 4.1.3 and 4.3.3  |  | Noted and agreed, text will be updated  |  | 1  |  |
| 7                           | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) | Table 5-1                                    | Table 5-1 states that the criteria for PM2.5, PM10 and crystalline silica are provide in Metrolinx's Environmental Guide for Air Quality and Greenhouse Gas Emissions Assessment. Please clarify if these criteria are the ministry's Ambient Air Quality Criteria (AAQC).  |  | Yes, these criteria are based on AAQC thresholds.   |  | 3  |  |
| 8                           | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) | Table 5-1                                    | It is recommended to monitor baseline conditions for longer than 1 week in order to capture representative concentrations under varying meteorological conditions.  |  | The report will be revised to remove baseline monitoring duration. This will be considered as part of the impact assessment to be undertaken in support of the Environmental Impact Assessment Report.  |  | 3  |  |
| 9                           | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) |  | Please clarify if the construction monitoring plan for the Ontario Line will be similar to the Early Works construction plan, and whether it will be provided to the ministry for review.   |  | The report provides existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. More details related to mitigation and monitoring will be provided in the future Environmental Impact Assessment Report to be completed in accordance with the Ontario Line Project Regulation. |  | 3  |  |

| Item No. | Reviewer Name | Report Name  | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment  | Response & Details (Authors - )  | Action 1 / 2 / 3* (Authors) |
|----------|---------------|--|--|---|--|-----------------------------|
| 10       | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) |  | Please clarify how this qualitative assessment will support the future quantitative Environmental Impacts Assessment and if a quantitative "Current Scenario" similar to those produced for other TPAP projects will be completed.  | The approach taken for the Ontario Line Existing Conditions assessment was to provide a qualitative review of air quality ambient background levels and contributing factors to the local air quality within the Study Area. This qualitative review provided ambient monitored concentrations of the main criteria contaminants (NOx, CO, SO2, PM10, PM2.5, Acetaldehyde, Acrolein, Formaldehyde, Benzene, 1,3-butadiene, and Benzo(a)pyrene). In addition, the qualitative approach provided examples of local industry with significant air releases based on exiting NPRI and MECP records, as well as a review of AADT traffic, bus and rail travel within each study area. The emissions from traffic, rail, and buses were estimated at a high level to produce annual CAC contributions within each study area. The emissions were not modelled in a quantitative manner to estimate local impacts. This level of effort is sufficient to adequately compare future build-out and no-build emission scenarios to the existing conditions regardless of the approach taken within the future impact assessment; even with solely a comparison of anticipated traffic, rail and bus emission contributions from future projected scenarios. Raw data is provided, though a modelled assessment was not completed. Modelled assessment completion will be considered as the project design evolves and completed as required. | 3                           |
| 11       | Amanda Graham | Air Quality Qualitative Assessment - Environmental Conditions report (June 2020) |  | Please note that site-specific meteorological data will be required for all modelling scenarios in the future quantitative Environmental Impacts Assessment. Please contact the ministry's Environmental Monitoring and Reporting Branch at <MetDataENE@ontario.ca> for this request. | Noted. This will be reflected in the report  | 1                           |
|          |               |  |  |   |  |                             |
|          |               |  |  |   |  |                             |

---

**From:** Merlin Yuen  
**Sent:** July-10-20 3:17 PM  
**To:** 'cindy.batista@ontario.ca'  
**Cc:** Ontario Line; Maria Zintchenko; Crystal Ho  
**Subject:** RE: Ontario Line Reporting Timelines

Hi Cindy – great to chat this afternoon.

Per our call, I've resent the EC Air Quality and EW Noise and Vibration reports for your team's review through EATS. Reports that we still need MECP's comments on and that are high priority are highlighted in yellow. I've chatted with our internal team and for a Notice date of July 31, we will need the Ministry's comments for next Thursday, July 15<sup>th</sup> at latest for all outstanding reports highlighted in yellow. Comments provided following this date will not be incorporated into the draft reports going public following the July 31<sup>st</sup> Notice date but will make their way into the Final Existing Conditions and Early Works reports.

| Ontario Line Component and Report | Date Circulated to MECP     | Comments Requested By      | Comments Received from MECP |
|-----------------------------------|-----------------------------|----------------------------|-----------------------------|
| Environmental Conditions Reports  |                             |                            |                             |
| Noise and Vibration               | May 28, 2020                | June 26, 2020              | Yes – June 25, 2020         |
| Environmental Conditions Report   | June 15, 2020               | July 10, 2020              | No                          |
| Air Quality                       | June 23, 2020 July 10, 2020 | July 7, 2020               | No                          |
| Soil and Groundwater              | June 23, 2020               | July 21, 2020              | No                          |
| Early Works Reports               |                             |                            |                             |
| Air Quality                       | June 4, 2020                | July 2, 2020               | Yes – July 3, 2020          |
| Noise & Vibration                 | June 4, 2020 July 10, 2020  | July 2, 2020               | No                          |
| Early Works Report                | June 5, 2020                | July 3, 2020 July 15, 2020 | No                          |

Please do let me know if you have any additional questions or need clarification on timelines.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

**From:** Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
**Sent:** June 17, 2020 2:20 PM  
**To:** Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: Ontario Line

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sender.

Good afternoon Cindy,

Not a problem – I can definitely understand that there are more than a few files circulated to the Ministry. Please see the below table which outlines reports for each Ontario Line component and when we're looking for the Ministry's comments.

| Ontario Line Component and Report   | Date Circulated to MECP | Comments Requested By |
|---|-------------------------|-----------------------|
| OL Existing Conditions: <ul style="list-style-type: none"><li>Noise and Vibration Report</li></ul>  | May 28, 2020            | June 26, 2020         |
| OL Early Works: <ul style="list-style-type: none"><li>Air Quality Impact Assessment Memo</li><li>Noise and Vibration Impact Assessment Report</li></ul> | June 4, 2020            | July 2, 2020          |
| OL Early Works: <ul style="list-style-type: none"><li>Draft Early Works Report</li></ul>  | June 5, 2020            | July 3, 2020          |
| OL Existing Conditions: <ul style="list-style-type: none"><li>Draft Environmental Conditions Report</li></ul>   | June 16, 2020           | July 10, 2020         |

Please let me know if you need any additional information or need us to resend any of the files.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

**From:** Batista, Cindy (MECP) [<mailto:Cindy.Batista@ontario.ca>]

**Sent:** June-17-20 12:21 PM

**To:** Merlin Yuen

**Cc:** Batista, Cindy (MECP)

**Subject:** Ontario Line

Hello Merlin,

Can you please send me a list of all the reports that you have submitted to the ministry for review and when Metrolinx is requesting comments back.

Getting a little confused and I want to make sure that I am on top of it all and when we need to report back to Metrolinx.

Can you kindly send this to me today?

Please and thank you,

Cindy Batista | Special Project Officer | Transit Coordinator  
Environmental Assessment Services | Environmental Assessment Branch  
Ministry of the Environment, Conservation & Parks  
135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5  
(416-314-7225 | 1-877-314-8452 | \*[cindy.batista@ontario.ca](mailto:cindy.batista@ontario.ca))

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

[REDACTED]

[REDACTED]

[REDACTED]

---

**From:** Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]  
**Sent:** July-16-20 7:51 AM  
**To:** Merlin Yuen  
**Cc:** Batista, Cindy (MECP); Desautels, Solange (MECP); Graham, Amanda (MECP); Martin, Paul (MECP); Liu, Chunmei (MECP)  
**Subject:** Ontario Line - Existing Conditions - Traffic, Air Quality, and Soil and Groundwater

Good Morning Merlin,

Please find attached the ministry's preliminary comments on the air quality environmental conditions report for Metrolinx' review and response.

Please let me know if you have any questions.

Thank you,

Cindy

---

**From:** Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
**Sent:** June-23-20 8:42 PM  
**To:** Batista, Cindy (MECP) <[Cindy.Batista@ontario.ca](mailto:Cindy.Batista@ontario.ca)>; Desautels, Solange (MECP) <[Solange.Desautels@ontario.ca](mailto:Solange.Desautels@ontario.ca)>; Ubovic, Miroslav (MECP) <[Miroslav.Ubovic@ontario.ca](mailto:Miroslav.Ubovic@ontario.ca)>; Liu, Chunmei (MECP) <[Chunmei.Liu@ontario.ca](mailto:Chunmei.Liu@ontario.ca)>  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>  
**Subject:** Ontario Line - Existing Conditions - Traffic, Air Quality, and Soil and Groundwater

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Good afternoon MECP Team,

This is a follow-up email to the following Ontario Line Existing Conditions Reports circulated through



EATS:

- Draft Traffic Memo;
- Draft Air Quality Report;
- Draft Soil and Groundwater Chapters.

We are currently looking for the Ministry's comments to be provided for the Air and Traffic Reports by July 7, 2020.

For the Soil and Groundwater Chapter, we are looking for the Ministry's comments to be provided by July 21, 2020.

Please let me know if any questions or issues accessing on EATS and I can resend as needed.

Thanks,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823



This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Merlin Yuen](#)  
**To:** [Batista, Cindy \(MECP\)](#); [Desautels, Solange \(MECP\)](#); [Ubovic, Miroslav \(MECP\)](#); [Godbout, Pierre J.R. \(MECP\)](#); [Liu, Chunmei \(MECP\)](#); [Antunes, Marinha \(MECP\)](#)  
**Cc:** [Maria Zintchenko](#); [Ontario Line](#); [Crystal Ho](#)  
**Subject:** RE: Ontario Line - Environmental Conditions Report - Request for Review  
**Date:** June 16, 2020 9:16:00 AM  
**Attachments:** [image001.png](#)

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Thanks for letting me know Cindy – we will remove Marinha and Pierre from the OL – Main Works circulations.

## MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

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**From:** Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]  
**Sent:** June-16-20 8:03 AM  
**To:** Merlin Yuen; Desautels, Solange (MECP); Ubovic, Miroslav (MECP); Godbout, Pierre J.R. (MECP); Liu, Chunmei (MECP); Antunes, Marinha (MECP)  
**Cc:** Maria Zintchenko; Ontario Line; Crystal Ho  
**Subject:** RE: Ontario Line - Environmental Conditions Report - Request for Review

Good Morning Merlin,

Please remove Pierre and Marinha from the ministry for your Ontario Line project distribution list.

Thank you,

Cindy

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**From:** Merlin Yuen <Merlin.Yuen@metrolinx.com>  
**Sent:** June 15, 2020 7:36 PM  
**To:** Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Desautels, Solange (MECP) <Solange.Desautels@ontario.ca>; Ubovic, Miroslav (MECP) <Miroslav.Ubovic@ontario.ca>; Godbout, Pierre J.R. (MECP) <Pierre.Godbout@ontario.ca>; Liu, Chunmei (MECP) <Chunmei.Liu@ontario.ca>; Antunes, Marinha (MECP) <Marinha.Antunes@ontario.ca>  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>  
**Subject:** Ontario Line - Environmental Conditions Report - Request for Review

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good afternoon MECP Team,

This is a follow-up email to the correspondence just sent through EATs, which include the following:

- Ontario Line Draft Environmental Conditions Report.

If you could please provide your comments on the above draft report by end of day July 10th, that would be greatly appreciated. Let me know if you have any questions or issues with accessing the files.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823



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**From:** Merlin Yuen  
**Sent:** May-28-20 9:50 AM  
**To:** 'cindy.batista@ontario.ca'; 'chunmei.liu@ontario.ca'; 'pierre.godbout@ontario.ca'; 'amanda.graham@ontario.ca'; Desautels, Solange (MECP)  
**Cc:** Maria Zintchenko; Crystal Ho  
**Subject:** Ontario Line - Ontario Line - Request for Review: Noise and Vibration Report

Good morning MECP Team,

This is a follow-up email to the draft Existing Conditions Noise and Vibration Report circulated through EATS this morning. As noted in that email, we are looking for comments to be provided by June 26, and will be circulating a Government Review Team letter later in the week which outlines agency review approach for the project.


Please let me know if any questions or issues in accessing the files.

Thanks,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823



**From:** [Maria Zintchenko](#)  
**To:** [Batista, Cindy \(MECP\)](#)  
**Cc:** [Crystal Ho](#); [Laura Witherow](#); [Merlin Yuen](#)  
**Subject:** Ontario Line - Early Works and Environmental Conditions Reports - Air Quality and Noise&Vibration study workplans  
**Date:** May 21, 2020 1:49:17 PM  
**Attachments:**   
[image001.png](#)

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Good afternoon Cindy,

As discussed in the Ontario Line meeting earlier this week, please find attached the following study workplans:

- Environmental Conditions Report – Air Quality
- Early Works Report – Air Quality
- Early Works Report – Noise & Vibration

Draft Environmental Conditions Noise & Vibration Report is nearly complete, and we will share it with you within the next few days.

Thank you  
Maria

**Maria Zintchenko**

Project Manager, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416.202.1663 C: 416.843.2189



## Provincial

- **Ministry of Heritage, Sport,  
Tourism and Culture Industries**

**From:** [Merlin Yuen](#)  
**To:** [Zirger, Rosi \(MHSTCI\)](#)  
**Cc:** [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Crystal Ho](#); [Batista, Cindy \(MECP\)](#); [Hamilton, James \(MHSTCI\)](#); [Barboza, Karla \(MHSTCI\)](#); [Ontario Line](#)  
**Subject:** RE: Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Monday, November 23, 2020 3:28:15 PM  
**Attachments:** [REDACTED]

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Good afternoon Rosi – thank you and the team at the Ministry for providing comments to the draft ECR. We've had opportunity to review, apply edits to the draft ECR, and draft comment responses (attached).

Note that we are in process of developing the final ECR, which is aiming for a Notice date of November 30.

Please let us know if any additional comments or questions on the comment responses, we'd be glad to clarify.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823

[REDACTED]

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| Review Comments Spreadsheet |                                |   |  | * Actions:  | ** Status:   |                                |
|-----------------------------|--------------------------------|---|--|---|--|--------------------------------|
| Work Plan                   |                                |   |  | 1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....  | O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete   |                                |
| Project Name:               |                                |   |  | Ontario Line Environmental Conditions Report  |  | Revised By:                    |
| Project No:                 |                                |   |  |   |  | Date In:                       |
|                             |                                |   |  | Appendix B5: Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment Dated September 2020, prepared by AECOM  |  | Date Out:                      |
|                             |                                |   |  | NOTE on Review: the comments below reflect MHSCTI comparison of the previous the July 2020 version with current Sept 2020 version of the Cultural Heritage Report and our comments sent to MX on July 27, 2020  |  |                                |
| Item No.                    | Discipline                     | Reviewer Name   | Part, Chapter, Sec, Subsec, page, DWG#   | Review Comment  | Response & Details (Authors - )  | Actions 1 / 2 / 3 (Authors - ) |
| 1                           | MHSTCI- Heritage Planning Unit | Appendix B5 Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Resources Tables   | As a general observation edits have been made to all or most of the properties identified as having known or potential provincial significance (10/06). In most cases the Criteria that had been noted in the previous July 2020 document have been downgraded and/or minimized. A rationale for these amendments is not provided, nor is it clear whether any further research was conducted to inform the apparent re-assessment. This may create confusion and/or incorrect assumptions when this project moves to private contractors (ProjectCo).<br><br>To re-iterate our previous advice and discussions: We recognize that the Cultural Heritage Report will be based on existing material and that property-specific Cultural Heritage Evaluation Reports will not be undertaken. Therefore, a cautionary approach should be taken for the identification of properties having the potential to meet O. Reg. 10/06. Without property-specific research to inform application of the criteria, a more precise determination of cultural heritage value or interest is not possible. | Comment acknowledged, revisions have been made to the criteria of potential/known O. Reg. 10/06 properties for clarity.  |                                |
| 2                           | MHSTCI- Heritage Planning Unit | Appendix B5 Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Exec Summary:<br>- ES.5 (page iv, vi, vii) and<br>- ES6 (page x)<br>2. Approach & Methodology-page 10<br>6.4 - page 63<br>6.5 - page 66<br>6.6 – page 70 and Impact Tables | The timeframe for obtaining Minister’s Consent has been changed throughout the Cultural Heritage Report, from “Prior to release of the RFP, as part of the preliminary design phase” as set out in the MOU, to “in advance of construction”.<br><br>This is a substantive revision from the July 2020 version of the report Metrolinx previously shared with us and is concerning.<br><br>To avoid an appearance of contempt for the Minister’s authority, we strongly recommend that, all references, throughout the report, to seeking or obtaining Minister’s Consent should be revised to be consistent with the MOU and our previous advice to read:<br><b>Minister’s Consent will be sought and obtained prior to release of the RFP, as part of the preliminary design phase or as early as possible during detailed design but prior to the issuance of the Environmental Impact Assessment Report.</b>   | The addition suggested by the MHSTCI will be included in the Final ECR.  |                                |
| 3                           | MHSTCI- Heritage Planning Unit | Appendix B5 Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Executive Summary:<br>ES.6 Permits and Approvals and Other Requirements (page x)   | MHSTCI recommends the following edits:<br><del>“In advance of construction</del> <b>Prior to release of the RFP, as part of the preliminary design phase or as early as possible during detailed design but prior to the issuance of the Environmental Impact Assessment Report</b> Metrolinx shall request Minister’s Consent, as required for <del>demolition, relocation, removal, demolition or</del> and transfer from provincial control, for properties that meet or have the potential to meet O.Reg.10/06 and have the potential to be impacted by the Ontario Line Project. [. . .]”.   | Similar to the comment response in #2, references were removed in regards to prior to RFP, as Metrolinx will be pursuing Minister's Consent as part of the preliminary design phase or as ealy as possible during detailed design. Revision will be made in Final CHR to address MHSTCI comment on latter part of sentence "removal, demolition or ... " |                                |
| 4                           | MHSTCI- Heritage Planning Unit | Appendix B5 Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 2. Approach and Methodology  | We note that specific reference to the MOU has been removed. However, except for the timeframe for obtaining Minister's Consent, the language and text remains consistent with its intent and content. Therefore, we have no further comments.  | Comment noted.   |                                |



| Item No. | Discipline                     | Reviewer Name   | Part, Chapter, Sec, Subsec, page, DWG#                                    | Review Comment   | Response & Details (Authors - )  | Actions 1 / 2 / 3 (Authors - ) |
|----------|--------------------------------|---|---|--|--|--------------------------------|
| 5        | MHSTCI- Heritage Planning Unit | Appendix B5 Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 6. Summary and Next Steps<br>6.2 Process for Minister's Consent (page 62) | paragraph 2: makes two references to the "Ministry of Heritage, Sport, Tourism and Culture Industries Standards and Guidelines (2010)". It should be revised to read: Standards and Guidelines for Conservation of Provincial Heritage Properties (prepared under Section 25.2 of the Ontario Heritage Act – OHA S&Gs)<br>Additionally, the first sentence reads: "As a prescribed public body, Metrolinx has obligations under [the S&Gs] to identify, protects, maintain and use provincial heritage properties in a manner the <del>respects</del> <b>conserves</b> the [CHVI] of the 5property". The word "respects" should be changed to "conserves" to be consistent with the S&Gs.  | Revision will be applied to Final CHR to reflect this comment.   |                                |
| 6        | MHSTCI- Heritage Planning Unit | Appendix B5 Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Appendix A: Description of [ . . ]<br>OL North                            | OLN-005 Ontario Science Centre: the heritage recognition continues to be vague and casts ambiguity as to the level of significance of this property.<br><br>As we advised in July 2020, please re-instate (e.g. stated in earlier version then removed in the July 2020 version) the heritage recognition of this property as being a Provincial Heritage Property as Provincial Significance.<br><br>Please remove references to the 2013 CHER (Unterman) and Mr. Dieterman's speculations as to evaluation, which are not relevant in this context. Additionally, under the Ontario Heritage Act the "property" as a whole should be addressed and included. Bear in mind that the S&Gs speak to property "owned or controlled" by ministries or PPBs. Therefore, even if portions of the ravine land are under non-IO ownership they continue to be controlled by IO. In the case of the Ontario Science Centre, the "lands" are an integral part of the building's design and therefore should be included.<br><br>We recognize that the 2003 Heritage Significance Study (Greer 2003) predates both the 2006 Regulation 10/06 and, also the 2010 Standards and Guidelines. However, it provides sufficient research and analysis to inform and support a determination of the Ontario Science Centre to meet the criteria of 10/06 as a Provincial Heritage Property as Provincial Significance.<br>In cases where provincial ownership of heritage properties predates the Standards and Guidelines, our advice to ministers and prescribed public bodies is that earlier documentation may be relied upon as necessary. | OLN-005's entry in Table 7 outlines the heritage recognition of this property and the studies completed to date. Per e-mail correspondence with Frank Dieterman, the Ontario Science Centre, though likely a PHPPS, has not been formally evaluated under O. Reg. 10/06 and as such, it is noted in Table 7 of the CHR as potential to meet O. Reg. 10/06.<br><br>AECOM will revise wording in the table per MHSTCI comment to remove reference to correspondence with Frank Dieterman. General language will be included to note correspondence with IO was undertaken. |                                |
| 7        | MHSTCI- Heritage Planning Unit | Appendix B5 Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Appendix C: Description of [ . . ]<br>OL South                            | OLS-034 - 265, 269 & 271 Front Street and 25 Berkeley Street [First Parliament]:<br>The heritage recognition of this property has been downgraded since the July 2020 version from PHPPS to PHP.<br><br>MHSCTI recommends the following revisions:<br>• Please reinstate the heritage recognition Provincial Heritage Property of Provincial Significance (265 Front Street East- owned by OHT)<br>• 271 Front Street and 25 Berkeley Street (owned by City of Toronto) can continue to be identified as being designated under Part IV of the OHA and also as having potential to meet 10/06.<br>• Please delete the following statement entirely. Not only is language /terminology used incorrectly, it introduces ambiguity:<br><b>265 Front Street East has been determined to meet O.Reg. 9/06 under Part II of the OHA, OHT confirmed no further designation has been performed at the time of this report.</b><br><br>As we previously advised, if an evaluation has not been completed, a cautionary approach should be taken and assume that the property has potential to meet 10/06.<br>On an further note and similar to the case of Ontario Science Centre, OHT's ownership of this property pre-dates O.Reg 9/06 and 10/06 and the Standards and Guidelines. Our advice to ministries and prescribed public bodies is that earlier documentation may be relied upon as necessary. If the case of First Parliament OHT (and later the City) purchased their respective properties specifically to protect the underlying archaeological site.  | Similar to response to Item #6, and per e-mail correspondence with OHT, this property has not been formally evaluated under O. Reg. 10/06. It is noted in Table 8 of the CHR as potential to meet O. Reg. 10/06.<br><br>Blue text noted in MHSTCI comment is suggested to remain, however, we will revise it for clarity to:<br><br><i>265 Front Street East has been determined to meet O. Reg. 9/06 under Part II of the OLA. OHT was consulted during the development of the CHR and noted that the property has not been evaluated under O. Reg. 10/06.</i>          |                                |

| Item No. | Discipline                     | Reviewer Name   | Part, Chapter, Sec, Subsec, page, DWG#  | Review Comment   | Response & Details (Authors - )  | Actions 1 / 2 / 3 (Authors - ) |
|----------|--------------------------------|---|---|--|--|--------------------------------|
| 8        | MHSTCI- Heritage Planning Unit | Appendix B5 Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Appendix C: Description of [ . . ] OL South   | OLS-104 Elgin and Winter Garden Theatre: Please see comment #7 re First Parliament.<br><br>The heritage recognition of this property has been downgraded since the July 2020 version from PHPPS to PHP.<br><br>MHSTCI recommends the following revisions:<br>• Please reinstate the heritage recognition Provincial Heritage Property of Provincial Significance<br>• Please delete the following statement entirely. Not only is language /terminology used incorrectly, it introduces ambiguity:<br>OHT confirmed this property is a PHP, however, no further designation has been performed at the time of this report.   | Similar to response to Item #7, and per e-mail correspondence with OHT, this property has not been formally evaluated under O. Reg. 10/06. It is noted in Table 8 of the CHR as potential to meet O. Reg. 10/06. Similar edits as noted in Item #7 will be made for the Elgin and Winter Garden Theatre. |                                |
| 9        | MHSTCI- Heritage Planning Unit | Appendix B5 Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Appendix E: Description of [ . . ] OL West  | OLW-135 330 University Avenue Canada Life Assurance Co.<br>The description column includes a notation that this property is “within OLW-136” - should read OLW-138. OLW-138 is Campbell House whereas OLW-136 is University Ave Streetscape.<br>Please also review and edit the corresponding Impact Table entry.  | Revision will be applied to Final CHR.   |                                |
| 10       | MHSTCI- Heritage Planning Unit | Appendix B5 Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Appendices G, H and I: Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures | The following observation/comments relates to the Mitigation Measures column of every property and for the range of potential direct impacts A to F.<br>Underlined text added to Sept 2020 version (not in the July 2020 version):<br>Consult with City of Toronto’s Heritage Preservation Services prior to Detailed Design regarding any physical impact to the property in order to determine and obtain any approval or permits required.<br>We support the addition of a timeframe. However, the specific timeframes remain unclear. For example,<br>• Prior to the start of Detailed Design? Prior to the completion of Detailed Design?<br>• Our recommendation would be that the City’s HPS be consulted as early as possible prior to the start of Detailed Design (ideally during preliminary design) so requirements and expectations are fully known.<br>• Also, a similar timeframe should be added for consultation with the City and/or OHT in the case of properties subject to a Heritage Easement. | Edits will be made in the Final CHR to reflect a timeline, similar to the language used in Item #2, i.e. consultation with the City will occur as part of the preliminary design phase or as early as possible during detailed design.   |                                |
| 11       | MHSTCI- Heritage Planning Unit | Appendix B5 Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Appendices G, H and I: Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures | The following applies to all properties identified as having met or the potential to meet O.Reg 10/06 (alternative F-Relocation and G-demolition)<br><br>As per comment #2 above, MHSTCI recommends the following revisions/edits:<br>Where [relocation or demolition] cannot be avoided, the following is required:<br>• Obtain MHSTCI Minister’s Consent <del>prior to construction</del> <b>prior to release of the RFP, as part of the preliminary design phase or as early as possible during detailed design but prior to the issuance of the Environmental Impact Assessment Report.</b><br>o Any request for Minister’s Consent must demonstrate why the building could not be retained and/or modified to a fit new use, and that relocation/removal is the only viable option and last resort.   | The addition suggested by the MHSTCI will be included in the Final ECR.  |                                |
| 12       | MHSTCI- Heritage Planning Unit | Appendix B5 Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Appendices G, H and I: Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures | The following editing error appears for all Heritage Conservation Districts and for properties identified separately within the HCDs:<br>OLS-117 Riverdale HCD<br>OLS-118 Riverside HCD<br>OLS-035 St Lawrence Neighbourhood HCD<br>OLS-063 Garden District HCD<br>OLW-018 Fort York HCD<br>OLW-026 King-Spadina HCD<br>OLW-??? Queen Street West HCD<br>Please revised this editing error throughout the Impacts Tables as follows:<br>Consult with City of Toronto’s Heritage Preservation Services prior to Detailed Design regarding any physical impact to the <del>Distillery District</del> <b>HCD</b> in order to determine and obtain any approval or permits required.   | Revision will be applied to Final CHR.   |                                |

| Item No. | Discipline                     | Reviewer Name   | Part, Chapter, Sec, Subsec, page, DWG#   | Review Comment   | Response & Details (Authors - )  | Actions 1 / 2 / 3 (Authors - ) |
|----------|--------------------------------|---|--|--|--|--------------------------------|
| 13       | MHSTCI- Heritage Planning Unit | Appendix B5 Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Impact Table: OLS-034 - First Parliament | The alternatives and mitigation measures need to be revised to make clear that: <ul style="list-style-type: none"><li>• the property is a provincial heritage property of provincial significance (PHPPS).</li><li>• Removal or demolition of any buildings or structures on a PHPPS, whether is contributes to the overall CHVI, requires MHSTCI Minster's Consent. any ground disturbance having the potential to remove or demolish any of the buried archaeological remains will also require MHSTCI Minister's Consent.</li></ul> | The addition suggested by the MHSTCI will be included in the Final ECR.  |                                |
| 14       | MHSTCI- Heritage Planning Unit | Appendix B5 Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Impact Table: OLS-113 Osgoode Hall       | OLS-113 Osgoode Hall is a PHPPS (IO portions -West Wing) and potential to meet 10/06 (East Wing plus grounds, including fence/gates)<br><br>Given the unique nature of the Osgoode Hall property, the alternatives and mitigation measures should be refined to make clear that removal/demolition is not limited to the building. Any disturbance of formal gardens/walkways or removal/ relocation of the wrought gates and fence would also constitute removal and demotion under the S&Gs and therefore require Minster's Consent. | Final CHR will be revised to note that removal/demolition of these heritage attributes require Minister's Consent. |                                |

| Review Comments Spreadsheet |                                |                                  |  | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....   | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete  |  |
|-----------------------------|--------------------------------|----------------------------------|--|--|---|--|
| Work Plan                   |                                |                                  |  |  |   |  |
| Project Name:               |                                |                                  |  | Ontario Line Environmental Conditions Report   | Revised By:   |  |
| Project No:                 |                                |                                  |  |  | Date In:  |  |
|                             |                                |                                  |  | Draft Environmental Reports - Air Quality and Noise & Vibration  | Date Out:   |  |
| Item No.                    | Discipline                     | Reviewer Name                    | Part, Chapter, Sec, Subsec, page, DWG#   | Review Comment   | Response & Details (Authors - )   | Actions 1 / 2 / 3 (Authors - )   |
| 1                           | MHSTCI- Heritage Planning Unit | Draft Existing Conditions Report | Tables ES-2 Summary of Preliminary Potential Effects, Mitigation Measures and Monitoring Activities<br><br>Discipline: Built Heritage Resources and Cultural Heritage Landscapes | The Mitigation Measures follow only generally the mitigation measures in the Impact Tables (Appendices G, H and I) in the Cultural Heritage Report. However, it does not capture all or some property-specific mitigation measures, including requirements where a property may be subject to a Heritage Conservation Easement.<br><br>We suggest that a disclaimer be added to this table to direct the reader to the property-specific Impact Tables in Appendices G, H and I of the Cultural heritage Report (Appendix B5 of the ECR).  | Final ECR will be updated with a note to direct the reader to the property-specific impact tables in the CHR.   |  |
| 2                           | MHSTCI- Heritage Planning Unit | Draft Existing Conditions Report | Tables ES-2 Summary of Preliminary Potential Effects, Mitigation Measures and Monitoring Activities<br>Discipline: Archaeological Resources                                      | Similar to comment #1 for Draft ECR above the Mitigation Measures outlined in Table ES-2 are high-level and general. They do not reflect the actual recommendation of the Stage 1 archeological assessment reports.<br><br>If they are to be left general a disclaimer should be added to direct the reader to the Stage 1AA reports.  | Final ECR will be updated with a note to direct the reader to the Stage 1 AA reports.   |  |
| 3                           | MHSTCI- Heritage Planning Unit | Draft Existing Conditions Report | Exec Summary: ES.6 Permits and Approvals (page xxv)  | The last bullet states:<br>▪ Consultation with the MHSTCI prior to construction for properties that meet or potential meet Ontario Regulation 10/06 criteria under the OHA.<br><br>Consistent with comment #2 for Cultural Heritage Report (above) this should be revised to read:<br><b>Minister's Consent will be sought and obtained prior to release of the RFP, as part of the preliminary design phase or as early as possible during detailed design but prior to the issuance of the Environmental Impact Assessment Report</b> for properties that meet or potential meet Ontario Regulation 10/06 criteria under the OHA.  | References were removed in regards to prior to RFP, as Metrolinx will be pursuing Minister's Consent as part of the preliminary design phase or as ealy as possible during detailed design. Final CHR can be updated to 'As part of the detailed design phase or as early as possible during detailed design but prior to the issuance of the Environmental Impact Assessment Report' per MHSTCI comment. |  |
| 4                           | MHSTCI- Heritage Planning Unit | Draft Existing Conditions Report | 3 Existing Conditions<br>3.6 Built Heritage Resources and Cultural Heritage Landscapes<br>3.6.1 Methodology (page 248-249)   | • There appears to be an editing oversight e.g. a sentence fragment, in opening paragraphs. Please review and edit as necessary.<br>• Methodology: 1st sentence should be revised as follows:<br>A review of available information and filed investigations were conducted to <del>establish existing</del> <b>identify existing baseline</b> built heritage resources and cultural heritage landscapes. . .<br>• Methodology: last sentence is inaccurate and seems unnecessary given that the paragraph has already addressed MHSTCI's checklist and how it has been applied. We suggest deleting the last sentence entirely:<br><del>The MHSTCI checklist is a tool to guide the process of identification and evaluation of heritage resources for inclusion on a municipal inventory.</del> | Revision to be applied to Final ECR.  |  |

| Item No. | Discipline                     | Reviewer Name                    | Part, Chapter, Sec, Subsec, page, DWG#  | Review Comment  | Response & Details (Authors - )   | Actions 1 / 2 / 3 (Authors - ) |
|----------|--------------------------------|----------------------------------|---|---|---|--------------------------------|
| 5        | MHSTCI- Heritage Planning Unit | Draft Existing Conditions Report | 3 Existing Conditions<br>3.7 Archaeological Resources<br>3.7.1 Methodology (page 275)   | <p>We recommend the follow revisions/edits to the opening paragraph:<br/>Three Stage 1 Archeological Assessment Reports were completed – one for each Study Area – to document the existing archaeological resources and land use history and <del>provide a high-level assessment of</del> <b>to identify areas of</b> archaeological potential within each Study Area, as well as provide recommendations <del>to assist in determining the appropriate</del> <b>for further Stage 2</b> archaeological assessment <del>strategy</del> for those areas with archaeological potential that may be impacted by the project. <del>This information will be used to support recommendations regarding cultural heritage values or interests as well as assessment and mitigation strategies.</del></p> <p>The meaning of the last sentence is unclear. We suggest deleting it. The purpose of the Stage 1AA is to identify areas of archaeological potential and to provide recommendations for further archeological assessment, as necessary.</p> | Revision to be applied to Final ECR.  |                                |
| 6        | MHSTCI- Heritage Planning Unit | Draft Existing Conditions Report | 4. Preliminary Potential Project Impacts and Mitigation Measures (page 360)<br>Table 4.1: Preliminary Potential Effects, Mitigation Measures and Monitoring Activities during Construction<br>Discipline: Built Heritage Resources and Cultural Heritage Landscapes<br>Discipline: Archaeological Resources | <p>Table 4.1 appears to be the same as Table EA.6.<br/>Please see comments #1 and 2 above</p>   | All revisions to ES will be applied to main text.   |                                |
| 7        | MHSTCI- Heritage Planning Unit | Draft Existing Conditions Report | 5. Future Studies<br>5.7 Archaeological Resources (page 382)  | <p>The text provides only high-level, generic language that a Stage 2, 3 and/or 4 AA will be completed . . . prior to construction.</p> <p>Our standard advice is that the Environmental Report include the recommendations of the Stage 1AA reports. In this case the Stage 1AA reports provided extensive recommendations, while the Existing Conditions Reports included only high-level and generic language.</p> <p>Additionally, our standard advice to all types of EAS, is that <u>all further archaeological assessment should be competed as early as possible, and prior to, the completion of detail design and well in advance of any ground disturbing activities.</u> Please revise section 5.7. to include the underlined text provided.</p>  | Underlined text will be added to Final ECR.   |                                |
| 8        | MHSTCI- Heritage Planning Unit | Draft Existing Conditions Report | 6. Permits and Approvals<br>6.2.4. Ontario Heritage Act 1990 (page 385)   | <p>As per comments above please revised/edits as follows:<br/>Metrolinx will consult the MHSTCI and obtain Minister's Consent <del>prior to construction</del> <b>prior to release of the RFP, as part of the preliminary design phase or as early as possible during detailed design but prior to the issuance of the Environmental Impact Assessment Report</b> for properties that meet or potentially meet O/Reg 10/06 criteria under the OHA (listed on Tables 3-49, 3-50 and 3-51) "before removing or demolishing buildings or structures on the property and before transferring from provincial control" (<del>MHSTCI</del> <b>OHA Standards and Guidelines for Conservation of Provincial Heritage Properties</b> 2010).</p>  | References were removed in regards to prior to RFP, as Metrolinx will be pursuing Minister's Consent as part of the preliminary design phase or as ealy as possible during detailed design. Final CHR can be updated to 'As part of the detailed design phase or as early as possible during detailed design but prior to the issuance of the Environmental Impact Assessment Report' per MHSTCI comment. |                                |
| 9        | MHSTCI- Heritage Planning Unit | Draft Existing Conditions Report | Appendix C3 Correspondence Record   | <p>As a general comment the correspondence record includes copies of agencies cover emails but not the actual comments provided. At a minimum, the consultation record should provide a summary of the type and nature of the comments received and how Metrolinx has addressed them.</p>   | The consultation record will be updated to include a summary of agency comments received.   |                                |



[REDACTED]

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**From:** Zirger, Rosi (MHSTCI) [mailto:Rosi.Zirger@ontario.ca]

**Sent:** October-16-20 4:38 PM

**To:** Ontario Line

**Cc:** James Francis; Maria Zintchenko; Merlin Yuen; Laura Witherow; Rodney Yee; Crystal Ho; Batista, Cindy (MECP); Hamilton, James (MHSTCI); Barboza, Karla (MHSTCI)

**Subject:** RE: Ontario Line - Notice of Draft Environmental Conditions Report

Good afternoon,

Thank you for sending the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI) Notice of Publication of the Draft Environmental Conditions Report for the Ontario Line Project. MHSTCI's interest in the Ontario Line Project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

We have reviewed the reports available on the project website and provide detailed comments attached for the following:

- Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (AECOM Sept 2020)
- Draft Existing Conditions Report (AECOM Sept 2020)

We also offer the following overview:

As a general observation several substantive revisions and/or edits have been made to the

Cultural Heritage Report since our last review in July 2020. These include:

1. Edits have been made to all or most of the properties identified as having known or potential provincial significance (10/06). In most cases the criteria they meet or have the potential to meet have downgraded and/or minimized from the previous July 2020 version of this report.

This may create confusion and/or incorrect assumptions when this project to private contractors (ProjectCo) regarding applicability of certain mitigation measures based on a property's level of significance.

To re-iterate our previous advice and discussions: We recognize that the Cultural Heritage Report will be based on existing material and that property-specific Cultural Heritage Evaluation Reports will not be undertaken. Therefore, a cautionary approach should be taken for the identification of properties having the potential to meet O. Reg. 10/06. Without property-specific research to inform application of the criteria, a more precise determination of cultural heritage value or interest is not possible.

2. Additionally, entries in the resource table(s) have newly added or continue to use ambiguous descriptors to identify the heritage recognition of three provincially-owned properties: Ontario Science Centre (OLN-005), First Parliament (OLS-034) and the Elgin-Winter Garden Theatre (OLS-104). In each case, there is an appearance that the "validity" of pre-established heritage evaluations and/or recognition is being contested. In each case MHSTCI is aware that the Province's ownership pre-dates both Ontario Regulations 9/06 and 10/06 and, also the Standards and Guidelines. Our advice to ministries and prescribed public bodies is that earlier documentation may be relied upon as necessary. Therefore, Ontario Science Centre (OLN-005), First Parliament (OLS-034) and the Elgin-Winter Garden Theatre (OLS-104) are each provincial heritage properties of provincial significance and should be clearly identified as such.
3. The timeframe for obtaining Minister's Consent has been changed throughout the Cultural Heritage Report and the draft Existing Conditions Report, from "prior to release of the RFP, as part of the preliminary design phase" as set out in the MOU, to "in advance of construction".

This constitutes a substantive revision from the July 2020 version of the report previously shared with us and is thus cause for concern.

As we have previously advised, if the timeframe for prior to release of the RFP cannot be met, then to avoid an appearance of contempt for the Minister's authority, the Minister's decision must be obtained prior to the issuing of the Environmental Impact Report. Therefore, we strongly recommend that, all references, throughout the reports, to seeking or obtaining Minister's Consent should be revised to be consistent with the MOU and our previous advice to read:

Minister's Consent will be sought and obtained prior to release of the RFP, as part of the preliminary design phase or as early as possible during

detailed design but prior to the issuance of the Environmental Impact Assessment Report.

4. The Impact table(s) have been revised to add a timeframe to “Consult with City of Toronto’s Heritage Preservation Services prior to Detailed Design regarding any physical impact to the property in order to determine and obtain any approval or permits required”.

While MHSCTI would typically support the inclusion of a timeframe, had we been made aware of this revision, we would have recommended that it be more precise and/or clear. For example, is it intended to mean, prior to the start of Detailed Design, prior to the completion of Detailed Design? Our recommendation would be that the City’s HPS be consulted as early as possible prior to the start of Detailed Design (ideally during preliminary design) so requirements and expectations are fully known and to inform project design.

Additionally, we would suggest that a similar timeframe be added for consultation with the City and/or OHT in the case of properties subject to a Heritage Easement.

Thank you for the opportunity to review these publicly posted reports. We would be happy to arrange a teleconference should you feel have further discussion or clarification is necessary.

Sincerely,  
Rosi

**Rosi Zirger** | A/Heritage Advisor  
Ministry of Heritage, Sport, Tourism and Culture Industries  
Heritage, Tourism and Culture Division | Programs & Services Branch | Heritage Planning Unit  
**NEW: Tel. 416.786-6874** | E-mail: [rosi.zirger@ontario.ca](mailto:rosi.zirger@ontario.ca)

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**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** September 17, 2020 8:30 AM  
**To:** Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>  
**Cc:** James Francis <James.Francis@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Laura Witherow <Laura.Witherow@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report



**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good Morning Rosi,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Barboza, Karla \(MHSTCI\)](#)  
**To:** [Ontario Line](#)  
**Cc:** [James Francis](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Rodney Yee](#); [Laura Witherow](#); [Crystal Ho](#)  
**Subject:** RE: Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 10:39:31 AM  
**Attachments:** [KBarboza.pdf](#)  
[Notice of Draft Environmental Conditions Report.pdf](#)

---

Good morning Crystal (et al.),

Thanks for sending the notice to the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI).

We will be talking to Metrolinx team shortly.

Thanks,  
Karla

**Karla Barboza MCIP, RPP, CAHP** | (A) Team Lead, Heritage  
Ministry of Heritage, Sport, Tourism and Culture Industries  
Heritage, Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit  
T. 416.314.7120 | Email: [karla.barboza@ontario.ca](mailto:karla.barboza@ontario.ca)

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**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** September-17-20 8:28 AM  
**To:** Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>  
**Cc:** James Francis <James.Francis@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Laura Witherow <Laura.Witherow@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good morning Karla,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment

130 Adelaide St West | Toronto | Ontario | M5H 3P5

T: 416-202-7109 C: 437-225-6548

Metrolinx

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July 10, 2020

EMAIL ONLY

Merlin Yuen  
**Metrolinx**  
Project Coordinator  
Environmental Programs and Assessment  
130 Adelaide Street West  
Toronto, Ontario M5H 0A1  
[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)

**MHSTCI File : 0011988**  
**Proponent : Metrolinx**  
**Subject : Draft Environmental Conditions Report (AECOM June 2020)**  
**Project : Ontario Line Project**

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Dear Merlin

Thank you for sending the draft Environmental Conditions Report for the Ontario Line project (dated June 2020) for our review. We have reviewed the report and offer the following observations and comments:

**Sections 1 (Introduction) and 2 (Study Process):**

Please see the table attached for our detailed comments on these two sections, which were the only sections of the draft report that included content.

- Similar to our observations on the Early Works Report we note that the project name and references throughout the report refer to this as a “subway” project. We recommend that the word “subway” be deleted throughout.
- As an overall observation, Section 2 should be reviewed and revised/edited to align and be consistent with, the now published, Ontario Regulation 341/20 which came into effect on July 1, 2020.

**Executive Summary, Sections 3 (Existing Environmental Conditions), 4 (Preliminary Potential Impacts and Mitigation Measures), 5 (Potential Future Work), 6 (Consultation Process) and 7 (References)**

- At the time of our review, these sections contained no content. Instead each section included a placeholder that content would be included in the final report.
- For each of these unpopulated sections we have provided high-level suggestions (see table attached) that the text should follow our suggestions and comments provided for the Early Works report.

Please note that MHSTCI may be providing comments during the 30-day public review period and once we have had an opportunity to review the complete report.

Thanks again for the opportunity to review this draft report. As always please let us know if clarification or further discussion is needed.

Sincerely,

Rosi Zirger  
A/Heritage Advisor  
[rosi.zirger@ontario.ca](mailto:rosi.zirger@ontario.ca)

Copied to: James Hamilton, Manager, Heritage Planning Unit, MHSTCI  
Karla Barboza, Team Lead, Heritage Planning Unit, MHSTCI  
James Francis, Manager, Metrolinx  
Rodney Yee, Project Manager, Metrolinx  
Nicole Cooke, Senior Environmental Planner, AECOM  
Tara Jenkins, Cultural Heritage Specialist, AECOM

# Review Comments Spreadsheet

## Work Plan

\* Actions:

1 = Will comply

2 = Discuss, clarification required

3 = Not applicable because .....

Project Name:

Draft Environmental Conditions Report  
Ontario Line ~~Subway~~ Project (AECOM June 2020)  
MHSTCI Comments

Project No:

Draft Environmental Conditions Report

| Item No. | Reviewer Name                   | Report Name | Part, Chapter, Sec, Subsec, page, DWG#   | Review Comment  |
|----------|---------------------------------|-------------|--|---|
| 1        | MHSTCI - Heritage Planning Unit |             | Project name<br>Cover page and whole report  | Project Name: Ontario Line <u>Subway</u> Project<br><br>Ontario Regulation 341/20 (July 1, 2020) governs the "Ontario Line Project". Therefore, we ask that the word "subway" be deleted from the title and throughout the report. The language used in the MOU could be re-instated, e.g. "a new rapid transit line (. . .)"   |
| 2        | MHSTCI - Heritage Planning Unit |             | Executive Summary  | Placeholder in draft report. We may have comments during the 30-day review period after this section is populated and we have an opportunity to review its content.   |
| 3        | MHSTCI - Heritage Planning Unit |             | 1. Introduction<br>1.1 Purpose of the Ontario Line <del>Subway</del> Project<br>Page 1<br>Also relates to 1.3 Project Background (top of page 3) | Paragraph 1 – refers to Getting Ontario Moving (Act?) (June 6, 2019). It could also add reference to the more recent Building Transit Faster Act (Bill 171).<br><br>The introduction should also mention the new <i>Ontario Regulation 341/20</i> under the <i>Environmental Assessment Act – Ontario Line Project</i> (July 1, 2020). Subsequent sections then can continue to reference the it as "the Ontario Line <u>Project</u> Regulation".<br>Note: we recognize that section 2.1 addresses the Ontario Line Regulation. However, since it is being referred to in the previous section 1.2 it should be mentioned before. |
| 4        | MHSTCI - Heritage Planning Unit |             | Figures 1-2, 1-3 and 1-4   | Figure 1-4 Ontario Line North appears to include the proposed OL alignment (depicted in purple, green and yellow). However;<br><ul style="list-style-type: none"> <li>The purple, green and yellow markers are not described in the Legend, and</li> <li>Figures 1-2 and 1-3 for OL West and OL South do not depict the proposed alignment.</li> </ul> It is not clear whether this was intentional or an editing oversight. If it was intentional, please clarify why the maps provide different levels of information.  |
| 5        | MHSTCI - Heritage Planning Unit |             | 2.1 Ontario Line <del>Project</del> Regulation<br>Page 4   | Now that that Regulation has been passed and has been published, please ensure all references align and are consistent with O.Reg 341/20. See the following proposed edits ( <u>in red underlined</u> ) and comments (in <u>brackets</u> ):<br><p>This Project is being planned in accordance with the Ontario Line <u>Project</u> Regulation (Reg. <u>341/20###/###</u>) under the Environmental Assessment Act. The Ontario Line <u>Project</u> Regulation <del>is a proponent driven, self-assessment process</del> <u>[not stated in Reg. Suggest deleting this.]</u></p>   |

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MHSTCI Comments

Project No:

Draft Environmental Conditions Report

| Item No. | Reviewer Name                   | Report Name | Part, Chapter, Sec, Subsec, page, DWG#   | Review Comment  |
|----------|---------------------------------|-------------|--|---|
|          |                                 |             |  | that provides a defined framework <u>and process specific to the Ontario Line Project</u> for <u>Metrolinx</u> the proponent to follow. The Ontario Line <u>Project</u> Regulation includes provisions for consultation with the public, agencies and Indigenous communities in addition to <u>reporting requirements for</u> Environmental Conditions, Early Works, and Environmental Impact Assessment <u>reporting requirements</u> . Reporting <u>requirements</u> for the Early Works and Environmental Impact Assessment <u>processes</u> are being fulfilled under a <u>separate file-completed and filed under separate reports</u> .   |
| 6        | MHSTCI - Heritage Planning Unit |             | 2.1.1.1. Draft Environmental Conditions Report Page 4                          | Please rename disciplines as follows [consistent with the Early Works Report]: <ul style="list-style-type: none"> <li>Cultural Heritage should read, "Built Heritage Resources and Cultural Heritage Landscapes"</li> <li>Archaeology should read "Archaeological Resources"</li> </ul>   |
| 7        | MHSTCI - Heritage Planning Unit |             | 2.1.3 Ontario Line Early Works/ Environmental Impact Assessment Process Page 7 | Similar to comment #3 above, please ensure that the description of processes, language and other references align with and are consistent with O.Reg 341/20.<br>Section heading: the heading should be reviewed, reconsidered and edited. If it is intended to address a statement of completion, then see: <ul style="list-style-type: none"> <li><b>section 13</b> of O Reg 341/20 for the Early Works assessment process, and</li> <li><b>section 20</b> of O Reg 341/20 for the Ontario Line Project assessment process [NOT Environmental Impact Assessment Process]</li> </ul> Paragraph 1: see suggested edits (red underlined):<br>In accordance with <u>Ontario Line Project Regulation 341/20</u> O. Reg. #####, the Ontario Line- <u>Metrolinx</u> will undertake the <u>an</u> Environmental Impact Assessment <u>process-Report in accordance with sections 15 to 20 of the Regulation</u> and may undertake an early works <u>assessment</u> process <u>in accordance with sections 8 to 14 and section 21 of the Regulation</u> .<br>Paragraph 2: see section 13 for Early Works and section 20 for the Ontario Line . . . |

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MHSTCI Comments

Project No:

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| Item No. | Reviewer Name                   | Report Name | Part, Chapter, Sec, Subsec, page, DWG#                        | Review Comment   |
|----------|---------------------------------|-------------|---|--|
|          |                                 |             |   | <p>Also, please update MOECC to the Ministry of the Environment, Conservation and Parks (MECP).</p> <p>Paragraph 3 and bullets: the sources of these bullets do not appear to align with the regulation. Please review and edit.</p> <p>Paragraph 4 to end of section – please see section 21 of regulation under the sub-heading “Project Changes”</p>  |
| 8        | MHSTCI - Heritage Planning Unit |             | 2.2.2.1<br>City of Toronto<br>Official Plan<br>Top of page 11 | The section mentions five secondary plans within the OLV and OLS study Areas. It does not mention Central Don Mills Crossing Secondary Plan in OLN. Please review and revise.  |
| 9        | MHSTCI - Heritage Planning Unit |             | Section xx<br>Description of Project?                         | We recommend that a section (description of project) be included. We understand that Metrolinx does not know all the project details at this time but a high-level explanation with the best available information and the steps that will be followed could be added. The Early Works Reports included Section 3: Description of Early Works. If a similar section is to be included, we suggest that the section follows the format and content of the Early Works as edited.  |
| 10       | MHSTCI - Heritage Planning Unit |             | 3. Existing Environmental Conditions<br>Page 12               | <p>At the time of our review no content was provided in this section. Instead it included the following placeholder:<br/>[NTD: existing environmental conditions to be summarized based on the technical reports content and included in final report]</p> <ul style="list-style-type: none"> <li>We may have comments during the 30-day review period after this section is populated and we have an opportunity to review its content.</li> </ul> <p>Meanwhile we offer the following preliminary suggestions:</p> <ul style="list-style-type: none"> <li>the names of environmental components should be [consistent with the Early Works Report]: <ul style="list-style-type: none"> <li>Cultural Heritage should read, “Built Heritage Resources and Cultural Heritage Landscapes”</li> <li>Archaeology should read “Archaeological Resources”</li> </ul> </li> <li>If the summary text is to be similar to what is included in the Early Works report, which is largely a duplication of the corresponding Approach and Methodology section of the Cultural Heritage Report, we suggest the text align with and be consistent with the Cultural Heritage Report as revised/edited per our comments.</li> <li>The Archaeological Resources section should include the same level of information as for the other environmental</li> </ul> |



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MHSTCI Comments

Project No:

Draft Environmental Conditions Report

| Item No. | Reviewer Name                   | Report Name | Part, Chapter, Sec, Subsec, page, DWG#                   | Review Comment   |
|----------|---------------------------------|-------------|--|--|
|          |                                 |             |  | <p>disciplines (e.g. based on the Early Works report) and include the outcomes of the Stage 1AA reports as they relate to the three lines and identify the areas recommendation for further AA and the corresponding maps.</p> <ul style="list-style-type: none"> <li>This information is typically summarized in the Executive Summary of the Stage 1AA report and should be cut/pasted into this report. We offer the following sample text from MHSTCI's TPAP guidance:<br/><i>A Stage 1 archeological assessment was undertaken on [date] by [consultant archaeologist] for [property or study area]. A Stage 1 AA consists of a review of geographic, land use and historical information for the property and the relevant surrounding area, a property visit to inspect its current condition and contacting MTCS to find out whether, or not, there are any known archaeological sites on or near the property. Its purpose is to identify areas of archaeological potential and further archaeological assessment (e.g. Stage 2-4) as necessary. The Stage 1 AA is included in Appendix X.</i></li> </ul>   |
| 11       | MHSTCI - Heritage Planning Unit |             | 4. Preliminary Potential Impacts and Mitigation Measures | <p>At the time of our review no content was provided in this section. Instead it included the following placeholder<br/>[NTD: preliminary potential impacts and mitigation measures to be summarized based on the technical reports content and included in final report]<br/>We may have comments during the 30-day review period after this section is populated and we have an opportunity to review its content.</p> <p>Recognizing that this draft report will be made available for public review, we offer the following suggestions:</p> <ul style="list-style-type: none"> <li>This section should include a summary to explain: <ul style="list-style-type: none"> <li>why impacts are not being identified</li> <li>how/why the "general" mitigation measures were developed</li> <li>how they will inform the project design as it moves forward.</li> </ul> </li> <li>This section should also include an explanation of why MHSTCI Ministers' Consent (for potential removal or demolition) will be sought and how/why this is unique to the Ontario Line Project. The language included in this report should align and be consistent with Section 3.1 of the Memorandum of Agreement (MOU).</li> </ul> |

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Project No:

Draft Environmental Conditions Report

| Item No. | Reviewer Name                   | Report Name | Part, Chapter, Sec, Subsec, page, DWG#   | Review Comment   |
|----------|---------------------------------|-------------|--|--|
| 12       | MHSTCI - Heritage Planning Unit |             | 5.1 Potential Future Studies<br>Page 14  | <p>At the time of our review no content was provided in this section. Instead it included the following placeholder:<br/>[NTD: potential future studies to be summarized based on the discipline-specific reports and included in final report]</p> <p>We may have comments during the 30-day review period after this section is populated and we have an opportunity to review its content.</p> <p>Recognizing that this draft report will be made available for public review, we offer the following suggestions:<br/>This section should clearly articulate what further studies will be undertaken and their purpose. Similarly, it should state why no further studies further studies will be completed as would typically be the case.</p>  |
| 13       | MHSTCI - Heritage Planning Unit |             | 5.2 Permits and Approvals  | <ul style="list-style-type: none"> <li>The title of this section should be changed to "Permits and Approvals and <b>Other Requirements</b>".</li> <li>Please edit bullet as follows:<br/>Ministry of Heritage, Sport, Tourism and Culture Industries (permits, <del>and</del> approvals <b>and Other Requirements</b> under Ontario Heritage Act)</li> </ul> <p>Although there are no permits related to cultural heritage resources, Metrolinx is responsible to fulfill requirements under the Ontario Heritage Act. For example, for archaeological assessments there is typically a requirement to indicate that the Stage 1 AA report has been entered into the Ontario Public Register of Archaeological Reports.<br/>Additionally, Metrolinx will also require Minister's consent for potential demolition and/or removal of known and potential provincial heritage properties of provincial significance.</p> |
| 14       | MHSTCI - Heritage Planning Unit |             | <p>5.xx Archaeological Resources</p> <p>5.xx Built Heritage Resources and Cultural Heritage Landscapes</p> | <p>We suggest that a section be included, similar to the Early Works Report, to address Archaeological Resources. Please follow our advice provided for the Early Works reports, including:</p> <ul style="list-style-type: none"> <li>be consistent with the recommendations of the Stage 1AA e.g. cut/paste text from Executive Summary of Stage 1AA report.</li> </ul> <p>We further suggest that a section be included to address Built Heritage Resources and Cultural Heritage Landscapes, and specifically to address Minister's consent</p>  |

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MHSTCI Comments

Project No:

Draft Environmental Conditions Report

| Item No. | Reviewer Name                   | Report Name | Part, Chapter, Sec, Subsec, page, DWG#   | Review Comment  |
|----------|---------------------------------|-------------|--|---|
|          |                                 |             |  | We may have comments during the 30-day review period after this section is populated and we have an opportunity to review its content.  |
| 15       | MHSTCI - Heritage Planning Unit |             | <b>Table xxxx</b><br>Summary of Future Commitment, Mitigation Measure and Monitoring Requirements. | <p>We suggest that a section be included, similar to the Early Works Report to summarize future commitments, mitigation etc. then we suggest it follow the general advice we provided for the Early Works Report:</p> <ul style="list-style-type: none"> <li>commitments for future work should be detailed and specific and clearly articulate: <u>what</u> will be done e.g. action, further report, <u>who</u> is responsible for doing it and <u>when</u> it will be completed.</li> <li>Please note, commitments in the Early Works report uses generic language and we provided specific comments and edits.</li> </ul> <p>We may have comments during the 30-day review period after this section is populated and we have an opportunity to review its content.</p> |
| 16       | MHSTCI - Heritage Planning Unit |             | 6. Consultation Process<br>Page 15   | <p>At the time of our review no content was provided in this section. Instead it included the following placeholder:<br/>[NTD: to be included in final report]</p> <p>This section should address MHSCTI's June 22, 2020 comments regarding "data collection" vs "community engagement" and/or consultation. Since community input/feedback is an important component for the Minister's consideration as part of her Consent to remove or demolition any PHPPSs, it is important that it be sufficiently addressed in this report.</p> <p>We may have comments during the 30-day review period after this section is populated and we have an opportunity to review its content.</p>   |
| 17       | MHSTCI - Heritage Planning Unit |             | 7. References<br>Page 16   | <p>At the time of our review no content was provided in this section. Instead it included the following placeholder:<br/>[NTD: to be included in final report]</p> <p>We may have comments during the 30-day review period after this section is populated and we have an opportunity to review its content.</p>  |

**From:** [Merlin Yuen](#)  
**To:** [Crystal Ho](#)  
**Subject:** FW: Ontario Line – Environmental Conditions Report Review  
**Date:** Monday, July 13, 2020 12:29:49 PM  
**Attachments:** [REDACTED]

---

---

**From:** Zirger, Rosi (MHSTCI) [mailto:[Rosi.Zirger@ontario.ca](mailto:Rosi.Zirger@ontario.ca)]  
**Sent:** July-10-20 5:45 PM  
**To:** Merlin Yuen  
**Cc:** Barboza, Karla (MHSTCI); Hamilton, James (MHSTCI); Rodney Yee; Hamilton, James (MHSTCI); Cooke, Nicole; Jenkins, Tara  
**Subject:** RE: Ontario Line – Environmental Conditions Report Review

Good afternoon Merlin

Please find attached MHSTCI's table of detailed and report-specific comments on the Draft Environmental Conditions Report for the Ontario Line Project together with our cover letter.

As always let us know if further discussion or clarification is needed.

Have a nice weekend.  
Rosi

**Rosi Zirger**  
**A/Heritage Advisor**  
Ministry of Heritage, Sport, Tourism and Culture Industries  
Culture Division | Programs & Services Branch | Heritage Planning Unit  
401 Bay Street, Suite 1700 Toronto, Ontario M7A 0A7  
Tel. M-T-W 416.314.7159 | E-mail: [rosi.zirger@ontario.ca](mailto:rosi.zirger@ontario.ca)

---

**From:** merlin.yuen@metrolinx.com <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
**Sent:** June 16, 2020 1:29 PM  
**To:** Barboza, Karla (MHSTCI) <[Karla.Barboza@ontario.ca](mailto:Karla.Barboza@ontario.ca)>; Zirger, Rosi (MHSTCI) <[Rosi.Zirger@ontario.ca](mailto:Rosi.Zirger@ontario.ca)>; Hamilton, James (MHSTCI) <[James.Hamilton@ontario.ca](mailto:James.Hamilton@ontario.ca)>  
**Subject:** Ontario Line – Environmental Conditions Report Review

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

**You have received 1 secure file from [Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com).**  
Use the secure link below to download.

---

Good afternoon MHSTCI Team,

Please find attached the following Ontario Line draft report and corresponding comment tracking sheet for your review:

- Draft Environmental Conditions Report.

If you could please provide your comments on the above draft report by end of day July 10th, that would be greatly appreciated. Let me know if you have any questions or issues with accessing the files.

Regards,

Merlin

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

---

**From:** pastport <[pastport@ontario.ca](mailto:pastport@ontario.ca)>  
**Sent:** Tuesday, June 23, 2020 4:10 PM  
**To:** Markham, Samantha <[Samantha.Markham@aecom.com](mailto:Samantha.Markham@aecom.com)>  
**Cc:** [PastPort@ontario.ca](mailto:PastPort@ontario.ca)  
**Subject:** [EXTERNAL] REVISED REPORT REQUIRED: P438-0194-2019 / \*

Dear Samantha Markham,

The ministry has reviewed the Original report for PIF P438-0194-2019 submitted by you as a condition of your licence. Please refer to the attached letter to see the result of this review.

Please **do not** reply to this e-mail. The message will be undeliverable and we are unable to respond from this address.

If you have any questions about this report email us at: [Archaeology@ontario.ca](mailto:Archaeology@ontario.ca)

Thank you,

---

**From:** Barboza, Karla (MHSTCI) [mailto:Karla.Barboza@ontario.ca]  
**Sent:** June-16-20 5:18 PM  
**To:** Merlin Yuen  
**Cc:** Zirger, Rosi (MHSTCI); Hamilton, James (MHSTCI)  
**Subject:** RE: Ontario Line – Environmental Conditions Report Review

Thanks Merlin!

I was able to download the draft Existing Conditions Report for the Ontario Line Project. If we have any questions, we will connect with you.

---

Regards,  
Karla

Karla Barboza MCIP, RPP, CAHP | (A) Team Lead Heritage  
Ministry of Heritage Sport Tourism and Culture Industries  
Heritage Tourism and Culture Division | Programs and Services Branch | Heritage Planning Unit  
T. 416.314.7120 | Email: [karla.barboza@ontario.ca](mailto:karla.barboza@ontario.ca)

---

**From:** merlin.yuen@metrolinx.com <Merlin.Yuen@metrolinx.com>  
**Sent:** June-16-20 1:29 PM  
**To:** Barboza, Karla (MHSTCI) <Karla.Barboza@ontario.ca>; Zirger, Rosi (MHSTCI) <Rosi.Zirger@ontario.ca>; Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>  
**Subject:** Ontario Line – Environmental Conditions Report Review

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

**You have received 1 secure file from [Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com).**  
Use the secure link below to download.

---

Good afternoon MHSTCI Team,

Please find attached the following Ontario Line draft report and corresponding comment tracking sheet for your review:

- Draft Environmental Conditions Report.

If you could please provide your comments on the above draft report by end of day July 10th, that would be greatly

appreciated. Let me know if you have any questions or issues with accessing the files.

Regards,

Merlin

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<http://attachmail.ontario.ca/>

Secured by [Accellion](#)

## **Provincial**

- **Ministry of Municipal Affairs  
and Housing**



**From:** [Ontario Line](#)  
**To:** ["maya.harris@ontario.ca"](mailto:maya.harris@ontario.ca)  
**Cc:** [Laura Witherow](#); [Crystal Ho](#); [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [James Francis](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:21:00 AM  
**Attachments:** [MHarris.pdf](#)  
[Notice of Draft Environmental Conditions Report.pdf](#)  
[image001.png](#)

---

Good Morning Maya,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services  
130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416.202.7511 C: 647.202.5143



**From:** [Ontario Line](#)  
**To:** ["Heather.Watt@ontario.ca"](mailto:Heather.Watt@ontario.ca)  
**Cc:** [Laura Witherow](#); [Crystal Ho](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Rodney Yee](#); [James Francis](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:23:00 AM  
**Attachments:** [HWatt.pdf](#)  
[Notice of Draft Environmental Conditions Report.pdf](#)  
[image001.png](#)

---

Good Morning Heather,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services  
130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416.202.7511 C: 647.202.5143



**From:** [Ontario Line](#)  
**To:** ["stewart.chisholm@ontario.ca"](mailto:stewart.chisholm@ontario.ca)  
**Cc:** [James Francis](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Rodney Yee](#); [Laura Witherow](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:59:00 AM  
**Attachments:** [SChisholm.pdf](#)  
[Notice of Draft Environmental Conditions Report.pdf](#)

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Good Morning Stewart,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

**From:** [Ontario Line](#)  
**To:** ["Michael.Collens@ontario.ca"](mailto:Michael.Collens@ontario.ca)  
**Cc:** [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Laura Witherow](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:57:00 AM  
**Attachments:** [Notice of Draft Environmental Conditions Report.pdf](#)  
[MCollens.pdf](#)

---

Good morning Michael,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

**From:** [Ontario Line](#)  
**To:** ["eleni.taye@ontario.ca"](mailto:eleni.taye@ontario.ca)  
**Cc:** [James Francis](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Rodney Yee](#); [Crystal Ho](#); [Laura Witherow](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:55:00 AM  
**Attachments:** [ETaye.pdf](#)  
[Notice of Draft Environmental Conditions Report.pdf](#)

---

Good Morning Eleni,


The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

**From:** [Ontario Line](#)  
**To:** "Collens, Michael (MMA)"; "Taye, Eleni (MMA)"  
**Cc:** James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; "Chisholm, Stewart (MMA)"; Crystal Ho  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** July 2, 2020 12:45:00 PM  
**Attachments:** 

---

Good afternoon Michael and Eleni,

This is just a friendly reminder that we are looking for comments be provided for the following draft Ontario Line Early Works and Environmental Conditions Reports by end of day today, July 2<sup>nd</sup>:

- Natural Environment Environmental Conditions Report;
- Noise and Vibration Environmental Conditions Report;
- Socio-Economic and Land Use Characteristics Environmental Conditions Report;
- Air Quality Early Works Memo;
- Natural Environment Early Works Report;
- Noise and Vibration Early Works Report; and
- Traffic and Transportation Early Works Memo.

We are also looking for comments to be provided for the following draft Ontario Line Early Works Reports by end of day tomorrow, July 3<sup>rd</sup>:

- Early Works Report; and
- Cultural Heritage Early Works Report.

Feel free to contact me if you have any questions.

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



---

**From:** Ontario Line  
**Sent:** Wednesday, June 24, 2020 1:47 PM  
**To:** 'Collens, Michael (MMA)'; 'Taye, Eleni (MMA)'  
**Cc:** James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; 'Chisholm, Stewart (MMA)'; Crystal Ho  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good afternoon Michael and Eleni,

This is just a follow-up email to the draft Stage 1 Archaeology and Cultural Heritage Reports for Ontario Line Environmental Conditions that I circulated just now via EATS for your review. As noted in the correspondence on EATS we are currently looking for the Ministry's comments by July 11<sup>th</sup>, 2020 for the Cultural Heritage Report, and by July 22<sup>nd</sup>, 2020 for the Archaeology Report. Please let me know if you have any questions or concerns with the timeline.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



---

**From:** Ontario Line  
**Sent:** Tuesday, June 23, 2020 3:23 PM  
**To:** 'Collens, Michael (MMA)'; 'Taye, Eleni (MMA)'  
**Cc:** James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; 'Chisholm, Stewart (MMA)'; Crystal Ho  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good afternoon Michael and Eleni,

This is just a follow-up email to the draft Ontario Line Environmental Conditions Reports that I circulated just now via EATS for your review:

| Draft Environmental Conditions Report  | Date Comments Requested by   |
|--|------------------------------|
| <ul style="list-style-type: none"><li>Air Quality Report</li><li>Traffic and Transportation Report</li></ul> | July 10 <sup>th</sup> , 2020 |
| <ul style="list-style-type: none"><li>Soil &amp; Groundwater Chapter</li></ul>                               | July 21 <sup>st</sup> , 2020 |

As noted in the correspondence on EATS and in the table above, we are currently looking for the Ministry's comments by July 10<sup>th</sup> for the Air and Traffic reports, and by July 21<sup>st</sup> for the Soil & Groundwater Chapter. Please let me know if you have any questions or if you have any difficulties receiving the file and I can recirculate.

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



---

**From:** Crystal Ho  
**Sent:** Monday, June 15, 2020 3:00 PM  
**To:** 'Collens, Michael (MMA)'; 'Taye, Eleni (MMA)'  
**Cc:** James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; 'Chisholm, Stewart (MMA)'; Crystal Ho  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good afternoon Michael and Eleni,

This is just a follow-up email to the draft Ontario Line Environmental Conditions Report that I circulated just now via EATS for your review. As noted in the correspondence on EATS, we are currently looking for the Ministry's comments by end of day July 10<sup>th</sup>. Please let me know if you have any questions or if you have any difficulties receiving the file and I can recirculate.

Regards,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



---

**From:** Ontario Line  
**Sent:** Friday, June 05, 2020 4:37 PM  
**To:** 'Collens, Michael (MMA)'; Taye, Eleni (MMA)  
**Cc:** James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; Kuru Satkunanathan; Chisholm, Stewart (MMA); Crystal Ho  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good afternoon Michael and Eleni,

I have also circulated the following draft Ontario Line Early Works reports today via EATS for your review:

- Draft Early Works Report; and
- Draft Cultural Heritage Early Works Report.

As noted in the correspondence on EATS, we are currently looking for the Ministry's comments by end of day on July 3rd. Please let me know if you have any questions or if you have any difficulties receiving the file and I can recirculate.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548

cid:image001.png@01D383BB.69256DE0



---

**From:** Collens, Michael (MMA) [<mailto:Michael.Collens@ontario.ca>]  
**Sent:** Friday, June 05, 2020 10:52 AM  
**To:** Ontario Line; Taye, Eleni (MMA)  
**Cc:** James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; Kuru Satkunanathan; Chisholm, Stewart (MMA)  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Hi Crystal,

Thank you for sharing the reports. I confirm we have them through EATS.

Best,

**Michael Collens**

Senior Associate (A), Growth Planning, Data & Analysis  
Growth Management Program Policy, Planning, Analysis & Delivery  
Ontario Growth Secretariat  
Ministry of Municipal Affairs and Housing

777 Bay Street, Suite 2304  
Toronto ON M7A 2J3  
Tel: 416-325-7269  
Fax: 416-325-7403



---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** June-04-20 5:55 PM

**To:** Collens, Michael (MMA) <[Michael.Collens@ontario.ca](mailto:Michael.Collens@ontario.ca)>; Taye, Eleni (MMA) <[Eleni.Taye@ontario.ca](mailto:Eleni.Taye@ontario.ca)>

**Cc:** James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>; Kuru Satkunanathan <[Kuru.Satkunanathan@metrolinx.com](mailto:Kuru.Satkunanathan@metrolinx.com)>; Chisholm, Stewart (MMA) <[Stewart.Chisholm@ontario.ca](mailto:Stewart.Chisholm@ontario.ca)>

**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

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Good afternoon Michael,

Thanks for letting me know. We will add yourself and Eleni to our notification list. We had Stewart Chisholm as a contact point in the Ontario Growth Secretariat as well and have copied him to this email.

Also, I wanted to follow up on the Ontario Line Environmental Conditions and Early Works technical reports circulated just now via EATS for review, which include the following:

- *Draft Natural Environment Environmental Conditions Report;*
- *Draft Noise and Vibration Environmental Conditions Report;*
- *Draft Socio-Economic and Land Use Characteristics Environmental Conditions Report;*
- *Draft Air Quality Early Works Memo;*
- *Draft Natural Environment Early Works Report;*
- *Draft Noise and Vibration Early Works Report; and*
- *Draft Traffic and Transportation Early Works Memo.*

As noted in the correspondence on EATS, we are currently looking for the Ministry's comments by end of day on July 2. Please let me know if you have any questions or if you have any difficulties receiving the file and I can recirculate.

Thanks,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



---

**From:** Collens, Michael (MMA) [<mailto:Michael.Collens@ontario.ca>]

**Sent:** Thursday, June 04, 2020 1:34 PM

**To:** Ontario Line

**Cc:** James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; Kuru Satkunanathan; Crystal Ho; Taye, Eleni (MMA)

**Subject:** FW: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Hi Crystal,

Thank you for reaching out. MMAH would like the opportunity to review the documents.

Also, please add me and Eleni Taye ([eleni.taye@ontario.ca](mailto:eleni.taye@ontario.ca)) to your notification list, and remove Jeff Thompson, as we are the contact points in the Ontario Growth Secretariat.

Best,

**Michael Collens**

Senior Associate (A), Growth Planning, Data & Analysis  
Growth Management Program Policy, Planning, Analysis & Delivery  
Ontario Growth Secretariat  
Ministry of Municipal Affairs and Housing

777 Bay Street, Suite 2304  
Toronto ON M7A 2J3  
Tel: 416-325-7269  
Fax: 416-325-7403

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** June 2, 2020 3:20 PM

**To:** Thompson, Jeff (MMA) <[Jeff.Thompson@ontario.ca](mailto:Jeff.Thompson@ontario.ca)>

**Cc:** James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>; Kuru Satkunanathan <[Kuru.Satkunanathan@metrolinx.com](mailto:Kuru.Satkunanathan@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>

**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548

cid:image001.png@01D383BB.69256DE0



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This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Harris, Maya \(MMAH\)](#)  
**To:** [Ontario Line](#)  
**Cc:** [James Francis](#); [Merlin Yuen](#); [Rodney Yee](#); [Maria Zintchenko](#); [Laura Witherow](#); [Kuru Satkunanathan](#); [Crystal Ho](#); [Watt, Heather \(MMAH\)](#)  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Friday, June 05, 2020 8:45:45 AM  
**Attachments:** [image001.png](#)

---

Hi Crystal –

This is to confirm that the Ministry of Municipal Affairs and Housing, Municipal Services Office, Central Region does not need to review the specific reports in advance of when they would be made available for public review in July 2020.

Thank you,  
Maya

Maya Harris, MCIP, RPP  
Manager, Community Planning & Development  
Municipal Services Office – Central Ontario | Ministry of Municipal Affairs and Housing  
777 Bay Street, 13th Floor, Toronto, Ontario, M5G 2E5  
Ph: 416-585-6063 | Toll Free: 1-800-668-0230

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** June 2, 2020 3:23 PM  
**To:** Harris, Maya (MMAH) <Maya.Harris@ontario.ca>  
**Cc:** James Francis <James.Francis@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Laura Witherow <Laura.Witherow@metrolinx.com>; Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review

**CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.**

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Crystal Ho**


Junior Project Coordinator, Environmental Programs and Assessment

130 Adelaide St West | Toronto | Ontario | M5H 3P5

T: 416-202-7109 C: 437-225-6548



This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Ontario Line](#)  
**To:** ["stewart.chisholm@ontario.ca"](mailto:stewart.chisholm@ontario.ca)  
**Cc:** ["James Francis"](#); ["Merlin Yuen"](#); ["Rodney Yee"](#); ["Maria Zintchenko"](#); [Laura Witherow](#); ["Kuru Satkunanathan"](#); [Crystal Ho](#)  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, June 02, 2020 3:21:00 PM  
**Attachments:** [MMAH\\_S.Chisholm.pdf](#)  
  
[image001.png](#)

---

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

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Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



**From:** [Ontario Line](#)  
**To:** ["maya.harris@ontario.ca"](mailto:maya.harris@ontario.ca)  
**Cc:** ["James Francis"](#); ["Merlin Yuen"](#); ["Rodney Yee"](#); ["Maria Zintchenko"](#); [Laura Witherow](#); ["Kuru Satkunanathan"](#); [Crystal Ho](#)  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, June 02, 2020 3:22:00 PM  
**Attachments:** [MMAH\\_M.Harris.pdf](#)  
  
[image001.png](#)

---

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

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If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



**From:** [Ingraldi, Aldo \(MMAH\)](#)  
**To:** [Ontario Line](#)  
**Cc:** [Watt, Heather \(MMAH\)](#); [Harris, Maya \(MMAH\)](#)  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, June 02, 2020 4:13:00 PM  
**Attachments:** [image001.png](#)

---

Hi Crystal,

Could you take me off your distribution list and add Heather Watt and Maya Harris who are the Managers of Community Planning and Development at the ministry's Municipal Services Office – Central Region.

Thank you.  
Aldo

Aldo Ingraldi, MCIP, RPP  
Team Lead - Planning  
Municipal Services Office – Eastern Region  
Ministry of Municipal Affairs and Housing  
8 Estate Lane  
Rockwood House  
Kingston ON K7M 9A8  
Telephone: 613-545-2199  
Email: [Aldo.Ingraldi@ontario.ca](mailto:Aldo.Ingraldi@ontario.ca)

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** June 2, 2020 3:24 PM  
**To:** Ingraldi, Aldo (MMAH) <Aldo.Ingraldi@ontario.ca>  
**Cc:** James Francis <James.Francis@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Laura Witherow <Laura.Witherow@metrolinx.com>; Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review

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Good Afternoon,

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If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



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## Provincial

- **Ministry of Natural Resources  
and Forestry**

**From:** [Ontario Line](#)  
**To:** ["ruth.lindenburger@ontario.ca"](mailto:ruth.lindenburger@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Laura Witherow](#); [Crystal Ho](#); [James Francis](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:24:00 AM  
**Attachments:** [RLindenburger.pdf](#)  
[Notice of Draft Environmental Conditions Report.pdf](#)  
[image001.png](#)

---

Good Morning Ruth,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services  
130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416.202.7511 C: 647.202.5143



**From:** [Ontario Line](#)  
**To:** ["steven.strong@ontario.ca"](mailto:steven.strong@ontario.ca)  
**Cc:** [Laura Witherow](#); [Crystal Ho](#); [Merlin Yuen](#); [Rodney Yee](#); [Maria Zintchenko](#); [James Francis](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:26:00 AM  
**Attachments:** [SStrong.pdf](#)  
[Notice of Draft Environmental Conditions Report.pdf](#)  
[image001.png](#)

---

Good Morning Steven,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

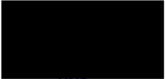
Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services  
130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416.202.7511 C: 647.202.5143



**From:** [Ontario Line](#)  
**To:** ["steven.strong@ontario.ca"](mailto:steven.strong@ontario.ca)  
**Cc:** ["James Francis"](#); ["Merlin Yuen"](#); ["Rodney Yee"](#); ["Maria Zintchenko"](#); [Laura Witherow](#); ["Kuru Satkunanathan"](#); [Crystal Ho](#)  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, June 02, 2020 3:30:00 PM  
**Attachments:** [MNRF\\_S.Strong.pdf](#)  
  
[image001.png](#)

---

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.


If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



**From:** [Ontario Line](#)  
**To:** ["ruth.lindenburger@ontario.ca"](mailto:ruth.lindenburger@ontario.ca)  
**Cc:** ["James Francis"](#); ["Merlin Yuen"](#); ["Rodney Yee"](#); ["Maria Zintchenko"](#); [Laura Witherow](#); ["Kuru Satkunanathan"](#); [Crystal Ho](#)  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, June 02, 2020 3:26:00 PM  
**Attachments:** [MNRF\\_R.Lindenburger.pdf](#)  
  
[image001.png](#)

---

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

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If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



## **Provincial Agencies**

- **Ministry of the Solicitor General**

**From:** [Ontario Line](#)  
**To:** ["robert.greene@ontario.ca"](mailto:robert.greene@ontario.ca)  
**Cc:** [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [James Francis](#); [Laura Witherow](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:27:00 AM  
**Attachments:** [RGreene.pdf](#)  
[Notice of Draft Environmental Conditions Report.pdf](#)  
[image001.png](#)

---

Good Morning Robert,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.


Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services  
130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416.202.7511 C: 647.202.5143



**From:** [Ontario Line](#)  
**To:** ["robert.greene@ontario.ca"](mailto:robert.greene@ontario.ca)  
**Cc:** ["James Francis"](#); ["Merlin Yuen"](#); ["Rodney Yee"](#); ["Maria Zintchenko"](#); [Laura Witherow](#); ["Kuru Satkunanathan"](#); [Crystal Ho](#)  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, June 02, 2020 3:32:00 PM  
**Attachments:** [MCSCS\\_R.Greene.pdf](#)  
  
[image001.png](#)

---

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

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Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548





## Provincial

- **Ministry of Transportation**

**From:** [Ontario Line](#)  
**To:** ["jason.white@ontario.ca"](mailto:jason.white@ontario.ca)  
**Cc:** [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Laura Witherow](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:44:00 AM  
**Attachments:** [Notice of Draft Environmental Conditions Report.pdf](#)  
[JWhite.pdf](#)

---

Good Morning Jason,


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Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

**From:** [Ontario Line](#)  
**To:** ["jason.white@ontario.ca"](mailto:jason.white@ontario.ca)  
**Cc:** [James Francis](#); ["Maria Zintchenko"](#); [Rodney Yee](#); [Merlin Yuen](#); ["Kuru Satkunanathan"](#); [Crystal Ho](#); [Laura Witherow](#)  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, June 02, 2020 3:12:00 PM  
**Attachments:** [MTO\\_J.White.pdf](#)  
  
[image003.png](#)

---

Good Afternoon,

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Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



## Provincial

- Ontario Power Generation

**From:** [WONG Tammy -ENV H&S](#)  
**To:** [Ontario Line](#)  
**Cc:** [James Francis](#); [Merlin Yuen](#); [Rodney Yee](#); [Maria Zintchenko](#); [Laura Witherow](#); [Kuru Satkunanathan](#); [Crystal Ho](#)  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, June 02, 2020 3:50:12 PM  
**Attachments:** [image001.png](#)

---

Hello,

Thank you for this information. Since this project is not close to OPG's facilities and operations, I do not wish to receive further information on this.

Regards,

Tammy Wong

Sr. Environment Specialist

Ontario Power Generation

[Tammy.wong@opg.com](mailto:Tammy.wong@opg.com) | 416-592-4548

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** Tuesday, June 2, 2020 3:40 PM  
**To:** WONG Tammy -ENV H&S <tammy.wong@opg.com>  
**Cc:** James Francis <James.Francis@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Laura Witherow <Laura.Witherow@metrolinx.com>; Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review

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---

Good Afternoon,

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If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment

130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



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## Provincial

- Ontario Provincial Police

**From:** [Ontario Line](#)  
**To:** ["jennifer.davey@opp.ca"](mailto:jennifer.davey@opp.ca)  
**Cc:** [Laura Witherow](#); [Crystal Ho](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Rodney Yee](#); [James Francis](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:34:00 AM  
**Attachments:** [JDavey.pdf](#)  
[Notice of Draft Environmental Conditions Report.pdf](#)  
[image001.png](#)

---

Good Morning Jennifer,

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Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

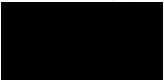
**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services  
130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416.202.7511 C: 647.202.5143





**From:** [Ontario Line](#)  
**To:** [Jennifer.Davey@opp.ca](mailto:Jennifer.Davey@opp.ca)  
**Cc:** [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Laura Witherow](#); [Merlin Yuen](#); [Crystal Ho](#); [Kuru Satkunanathan](#)  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Attachments:** [image001.png](#)  
[OPP J.Davey.pdf](#)



---

Good Afternoon,

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If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



**From:** [Lee, Gillian \(OPP\)](#)  
**To:** [Ontario Line](#)  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, June 02, 2020 3:16:13 PM

---

Good afternoon,

Please update your OPP contact to Jennifer Davey who can be reached at [Jennifer.davey@opp.ca](mailto:Jennifer.davey@opp.ca)

Thank you,

Gillian

---

**From:** Ontario Line [mailto:ontarioline@metrolinx.com]  
**Sent:** 2-Jun-20 3:13 PM  
**To:** Lee, Gillian (OPP) <Gillian.Lee@opp.ca>  
**Cc:** James Francis <James.Francis@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Laura Witherow <Laura.Witherow@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review

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As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Kuru Satkunanathan**

Intern, Environmental Programs & Assessment  
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416-202-1812

## Technical Stakeholders

- **Municipal Agencies**
  - **City of Toronto**
  - **Toronto Catholic District School Board**
  - **Toronto District School Board**

## Municipal

- City of Toronto

**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**



---

**From:** Merlin Yuen  
**Sent:** Friday, November 27, 2020 8:38 PM  
**To:** Julia Murnaghan <Julia.Murnaghan@toronto.ca>  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Stella Gustavson <Stella.Gustavson@toronto.ca>  
**Subject:** RE: OL - CoT Comments on ECR and Technical Reports

Good evening Julia – please see attached comment responses to the City’s most recent round of comments circulated by Wole on October 28, 2020. Please review and let us know if we can consider this set as closed out.

Have a great weekend,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823



---

**From:** Wole Adetuberu [<mailto:Wole.Adetuberu@toronto.ca>]  
**Sent:** October-28-20 1:26 PM  
**To:** Merlin Yuen  
**Cc:** Julia Murnaghan  
**Subject:** RE: OL - CoT Comments on ECR and Technical Reports

Updated comment sheet attached.

Regards,  
**Wole Adetuberu**

Project Coordinator – Subways  
Transit Expansion Office  
C: 437-218-5496



---

**From:** Wole Adetuberu  
**Sent:** October 28, 2020 1:26 PM  
**To:** 'Merlin Yuen' <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
**Cc:** Julia Murnaghan <[Julia.Murnaghan@toronto.ca](mailto:Julia.Murnaghan@toronto.ca)>  
**Subject:** RE: OL - CoT Comments on ECR and Technical Reports

Hi Merlin,

City Planning will defer the comment to detailed design phase. However, C = Closed status will not adequately reflect their position on this comment. We recommend adding a D – Deferred status to this comment sheet and future comment sheets in general. Thank you for your patience on this.

Regards,  
**Wole Adetuberu**

Project Coordinator – Subways  
Transit Expansion Office  
C: 437-218-5496



---

**From:** Merlin Yuen [<mailto:Merlin.Yuen@metrolinx.com>]  
**Sent:** October 28, 2020 1:04 PM  
**To:** Wole Adetuberu <[Wole.Adetuberu@toronto.ca](mailto:Wole.Adetuberu@toronto.ca)>  
**Subject:** RE: OL - CoT Comments on ECR and Technical Reports

Hi Wole – just wanted to check in on these clarifications, would you mind providing an update on when I can receive clarifications from the author of those comments?

Thanks,

**MERLIN YUEN**  
T: 416.202.7353 C: 647.241.0823

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**From:** Wole Adetuberu [<mailto:Wole.Adetuberu@toronto.ca>]  
**Sent:** October-21-20 11:38 AM  
**To:** Merlin Yuen  
**Subject:** RE: OL - CoT Comments on ECR and Technical Reports

Hi Merlin,

Just to let you know that we are on this. Our City Planning contact was on vacation

and I believe he has just returned so hopefully we will get his response soon. Thank you for your patience.

Regards,  
**Wole Adetuberu**

Project Coordinator – Subways  
Transit Expansion Office  
C: 437-218-5496



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**From:** Merlin Yuen [<mailto:Merlin.Yuen@metrolinx.com>]  
**Sent:** October 8, 2020 2:47 PM  
**To:** Wole Adetuberu <[Wole.Adetuberu@toronto.ca](mailto:Wole.Adetuberu@toronto.ca)>  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Stella Gustavson <[Stella.Gustavson@toronto.ca](mailto:Stella.Gustavson@toronto.ca)>; Julia Murnaghan <[Julia.Murnaghan@toronto.ca](mailto:Julia.Murnaghan@toronto.ca)>  
**Subject:** RE: OL - CoT Comments on ECR and Technical Reports


Hi Wole – thanks for passing these along, I noted that there are a few comments that are still marked as 'Open' (i.e. CHR (CP) Comment #1), however no further clarification from the City has been requested. Could you confirm if these were left open on purpose or if the City wants further clarification?

The only comments I see requiring further clarification are on the TTC tab, could you confirm?


Thanks,

**MERLIN YUEN**  
T: 416.202.7353 C: 647.241.0823


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| Review Comments Spreadsheet      |               |                            |  | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....  | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete  | <br>An agency of the Government of Ontario<br>Une agence du gouvernement de l'Ontario |   |   |
|----------------------------------|---------------|----------------------------|--|---|---|---|---|---|
| City of Toronto Comments         |               |                            |  |   |   |   |   |   |
| Project Name: Ontario Line       |               |                            |  |   | Revised By: TEO   |   |   |   |
| Project No:                      |               |                            |  |   | Date In: August 4, 2020   |   |   |   |
| Draft Natural Environment Report |               |                            |  |   | Date Out: September 15, 2020  |   |   |   |
| Item No.                         | Reviewer Name | Description                | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment  | Response & Details (Authors - )   | Status O / P / C* (Reviewer)  | Follow-up Comments (Reviewer)   | Response & Details (Authors - )   |
| 1                                | City Planning | Natural Environment Report | General                                | Confirm that TRCA, RVFP, and Urban Forestry have been circulated on this report. City Planning typically undertakes a joint review of Natural Environment reports with these agencies.  | City of Toronto TEO coordinates City review of OL reports. Metrolinx provides to the TEO and from there reports are circulated to the various City departments.   | C   |   |   |
| 2                                | City Planning | Natural Environment Report | General                                | The study area should include the MSF and greater extents of Thorncliffe Park and Celestica, which are within or immediately adjacent to natural areas that may be impacted by the project. Confirm why there appear to be arbitrary gaps in the study area (e.g. northeast of MSF).  | The study area was developed based on the representative alignment presented in the Ontario Line Initial Business Case, where a buffer was applied to the representative alignment to characterize existing environmental conditions and provide flexibility for further project planning. If, as the project evolves, additional areas need to be added to the study area currently presented, this will be completed under separate cover through the impact assessment report and/or early works report. | O   | The City remains concerned about this; further discussion is requested on the approach to defining the study area. Clarification is requested on the practical purpose of the report if it is not to document conditions in areas impacted by the Ontario Line project scope. Response to Item 8 below (excluding areas where no impacts are anticipated) also appears to consider impacts in defining study area boundaries. | The purpose of the Existing Conditions Report is to document baseline conditions for the study area, defined through the representative alignment within the Ontario Line Initial Business Case. As project planning and design progress, any areas not previously identified and documented within the Existing Conditions Report that are impacted will be included into the Environmental impact Assessment Report and/or Early Works Report(s), to be developed under separate cover. |
| 3                                | City Planning | Natural Environment Report | Section 3.2, Page 14-15                | Provincial legislation should include discussion of the Conservation Authorities Act. Provincial policy should include discussion of the Growth Plan for the Greater Golden Horseshoe.  | Discussion on the Greenbelt, Growth Plan for GGH, and Conservation Authorities Act was included.  | C   |   |   |
| 4                                | City Planning | Natural Environment Report | Section 3.3, Page 15                   | Include a reference in this section to the TRCA Living City policies, which guides the implementation of TRCA's legislated/delegated roles in reviewing environmental assessments.  | Reference to the TRCA Living City Policies has been included in Section 3.2.5 Conservation Authorities Act. The revisions include the following: <i>Metrolinx will engage with the TRCA as detailed design advances, including regarding compensation and post-planting monitoring, in support of The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority (TRCA, 2014) ."</i>  | P   |   |   |
| 5                                | City Planning | Natural Environment Report | Section 4.2, Page 17-18                | Include a reference in this section to Official Plan ESA policy 3.4.14 on development or site alteration in these areas which says "...New or expanding infrastructure should be avoided unless there is no reasonable alternative, adverse impacts are minimized and natural features and ecological functions are restored or enhanced where feasible." | Reference to Section 3.4.14 of the Official Plan has been added under Section 4.2   | P   |   |   |
| 6                                | City Planning | Natural Environment Report | Section 4.2, Page 18                   | Clarify reference to section 8.22 of the report, which does not exist.  | Reference to Section 8.2.2. has been removed.   | P   |   |   |
| 7                                | City Planning | Natural Environment Report | Section 5, Page 48-53                  | Confirm that commitments to mitigation measures identified in the report will be expressed as mandatory requirements for project proponents in the project requirements.  | As noted in the MECP's Guide and Glossary for Environmental Assessments in Ontario, commitments are made legally binding as a condition of approval. Metrolinx will work with commercial partners as the project progresses to ensure commitments made in during the EPR process are reflected in agreements with contractors.  | C   |   |   |
| 8                                | City Planning | Natural Environment Report | Appendix A                             | Confirm the purpose of the additional polygon within the ET Seaton Crossing AI in the OLN Study Area (note: polygon appears on several maps). Provide a label describing the relevance of this polygon (if it is not a mapping error).  | This polygon is cutout of the Study Area boundary for OLN where impacts are not anticipated.  | C   |   |   |
| 9                                | City Planning | Natural Environment Report | Appendix B                             | Some photographs are captioned with dates that occur after the report was written. Confirm correct dates and make edits as required (e.g. Page 3; check for others).  | Comment noted, these references have been revised as necessary.   | P   |   |   |





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| City of Toronto Comments         |                |             |   |   |  |   |  |  |
| Project Name:                    |                |             |   | Ontario Line  | Revised By: TEO  |   |  |  |
| Project No:                      |                |             |   |   | Date In: August 4, 2020  |   |  |  |
| Draft Natural Environment Report |                |             |   |   | Date Out: September 15, 2020   |   |  |  |
| Item No.                         | Reviewer Name  | Description | Part, Chapter, Sec, Subsec, page, DWG#          | Review Comment  | Response & Details (Authors - )  | Status O / P / C* (Reviewer)  | Follow-up Comments (Reviewer)  | Response & Details (Authors - )  |
| 1                                | Urban Forestry |             | general   | As parts of the Ontario Line are within a Natural Heritage System, please submit the Natural Heritage Impact Study for review and comment   | According to Section 3.4.14 of the City of Toronto Official Plan for new or expanding infrastructure that cannot avoid the Natural Heritage System, "An impact study, as referred to in Policy 12, will be required for any proposed undertaking in those areas not already the subject of an Environmental Assessment under the Environmental Assessment Act". The Ontario Line Project is being completed under O.Reg. 341/20 of the Environmental Assessment Act. An Environmental Impact Assessment Report (which is separate from the Natural Environment Environment Conditions Report provided for review) will be prepared and submitted for review to agencies at a later time. A separate Natural Heritage Impact Study is therefore not required and will not be submitted. | C   | Noted. When can we expect the Environmental Impact Assessment Report?  | Development of the Environmental Impact Assessment Report including respective disciplines is underway and Metrolinx will begin to circulate for agency review as early as Winter-Spring 2021.   |
| 2                                | Urban Forestry |             | general   | All mitigation measures will be explored to minimize the project impact to the TRCA, RNFP, ESA and NHS regulated areas as well as any other significant natural features such as provincially significant wetland   | The purpose of the Natural Environment Environmental Conditions Report is to document existing conditions and provide preliminary and example potential effects and mitigation measures to be further evaluated and refined as part of the Environmental Impact Assessment Report, which will conduct a more detailed impact assessment based on preliminary design. All mitigation measures will be explored to minimize project impact on identified features in the Environmental Impact Assessment Report.   | C   |  |  |
| 3                                | Urban Forestry |             | EPR, section 4.2                                | Submit Voluntary Project Review Letter for review   | Comment noted, Metrolinx will consult TRCA as project planning and design progress   | C   |  |  |
| 4                                | Urban Forestry |             | EPR, section 4.2                                | As Mx has stated that it is committed to working with municipalities to obtain the necessary permits, the city's RNFP bylaw 658 shall apply. Urban Forestry will review the VPR Letter from TRCA and compensation will be to the approval and satisfaction of UF. | As noted in the Metrolinx Vegetation Guideline, all trees on public/private lands will follow applicable bylaws and regulations. For trees within a designated natural area, compensation will be ecological. In cases where trees are both subject to by-laws/regulations and are located within a designated natural area, a combined approach (bylaw and ecological compensation) will be taken such that the total compensation is equivalent to the most conservative approach.   | O   | Compensation for removal of treed and other vegetated areas owned and/or regulated by the TRCA will be determined using the Guideline for Determining Ecosystem Compensation (TRCA, 2018) under a separate cover. Due to the overlap between TRCA lands and City RNFP lands, area compensation funds through a cash in lieu approach (as applicable) will be directed to City. Should the area compensation requirement for the TRCA exceed the City's requirement, then the remaining compensation will be directed to theTRCA. | Comment noted.   |
| 5                                | Urban Forestry |             | EPR, section 4.3                                | Submit updated vegetation communities/plant inventory for review  | Comment noted, this will be provided as next submission as there are ongoing surveys being completed at the time of completion of this report, and results will be updated in the final report.  | P   | Submit updated vegetation/plant/tree inventory report in next submission for review  | Final vegetation and plant survey results in support of the Environmental Conditions Report have been included in the Final Environmental Conditions Report. Any subsequent vegetation, plant and/or tree surveys/inventories in support of the Environmental Impact Assessment Report and/or Early Works Report(s) will be submitted to the City for review under separate cover. |
| 6                                | Urban Forestry |             | EPR, table 5-1, vegetation communities, removal | Add text. Compensation will be to the approval and satisfaction of Urban Forestry   | This project will be following the Metrolinx Vegetation Guideline which has set compensation requirements for lands within Metrolinx Right-of-Way, and Public/Private lands. Development of this vegetation compensation program included consultation with conservation authorities and municipalities and it is intended that this approach will meet the expectations of all relevant stakeholders. As such, reference to the Metrolinx Vegetation Guideline should already be to the satisfaction of the City and as such, no edit is required at this time.   | P   | All compensation requirements are according to the applicable municipal bylaw. PFR has given comments to the Vegetation Guideline and is currently awaiting Metrolinx's responses. PFR reserves the right to continue the review and comment on the Metrolinx Vegetation Guideline and make recommended changes according to the City of Toronto compensation requirements.  | Comment noted.   |


| Item No. | Reviewer Name  | Description   | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment   | Response & Details (Authors - )   | Status O / P / C* (Reviewer) | Follow-up Comments (Reviewer)  | Response & Details (Authors - )  |
|----------|----------------|---|--|--|---|------------------------------|--|--|
| 7        | Urban Forestry |   | general                                | Submit proposed seed mixes for land restoration during the detailed design stage   | This project will be following the Metrolinx Vegetation Guideline which outlines recommended seed mixes.  | O                            | Submit proposed seed mixes. This is required for the restoration plan of RNFP regulated lands. | Recommended seed mixes are located in Appendix K of the Metrolinx Vegetation Guideline, which can be found here: <a href="https://www.metrolinxengage.com/sites/default/files/mx_vegguide-final_draft_s001-gen-7761-005_reduced_size.pdf">https://www.metrolinxengage.com/sites/default/files/mx_vegguide-final_draft_s001-gen-7761-005_reduced_size.pdf</a> |
| 8        | Urban Forestry |   | general                                | Please use TRCA's Erosion and Sediment Control guideline for Urban Construction (December 2006) in conjunction with other guidelines   | The Greater Golden Horseshoe's Erosion and Sediment Control Guideline for Urban Construction (December, 2006) is already referenced in Table 5-1.                         | C                            |  |  |
| 9        | Urban Forestry |   | General                                | Submit a tree inventory and an arborist report during the detailed design for review and comment by Urban Forestry   | Additional vegetation due diligence studies are being completed and results will be presented under separate cover, which will be circulated to agencies at a later date. | C                            | Noted. As a follow up, when do you expect to submit the tree inventory and arborist report?    | The tree inventory and arborist report(s) will be completed as environmental due diligence activities outside the EA process. Metrolinx will provide any arborist reports to the City as they are completed - anticipating starting as early as Winter-Spring 2021.  |
| 10       | LAU            | DRAFT Natural Environment Report Env Conditions Report May 2020 | General                                | The City and Mx have an existing licence agreement called an Omnibus PTE for the use of certain City-owned properties required by Mx for due diligence works for the OL. No new PAA shall be issued to Mx or their representatives. All authorization will be given through RES after consultation with Parks staff. | Comment noted.  | C                            |  |  |

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|--------------------------------|---------------|---|--|--|---|---|--|--|
| City of Toronto Comments       |               |   |  |  |   |   |  |  |
| Project Name:                  |               |   |  | Ontario Line   | Revised By: TEO   |   |  |  |
| Project No:                    |               |   |  |  | Date In: August 4, 2020   |   |  |  |
| Draft Noise & Vibration Report |               |   |  |  | Date Out: September 15, 2020  |   |  |  |
| Item No.                       | Reviewer Name | Description                                       | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment   | Response & Details (Authors - )   | Status O / P / C* (Reviewer)  | Follow-up Comments (Reviewer)  | Response & Details (Authors - )  |
| 1                              | City Planning | Noise & Vibration Environmental Conditions Report | Section 2.2, Pages 4-5                 | For ease of reference, the method should indicate when baseline noise measurements were taken (Appendix B suggests November 2019, but confirm in report).  | Timelines for noise measurements can be provided in the report.   | P   |  |  |
| 2                              | City Planning | Noise & Vibration Environmental Conditions Report | Section 2.2, Pages 4-5                 | Given the project includes above-ground components that could impact pedestrian comfort on retail streets such as Overlea Boulevard, the method should include comparison of baseline and future noise levels in the public realm along the future elevated alignment and stations.  | The purpose of the Noise and Vibrations Environmental Conditions Report is to document baseline conditions within the Ontario Line Project study area. As further details of design are confirmed during project planning, impact assessment will be completed based on the representative alignment.   | C   |  |  |
| 3                              | City Planning | Noise & Vibration Environmental Conditions Report | Section 4, Page 9                      | Provide discussion in the report about acceptable noise and vibration levels, or acceptable increases to these levels. Confirm whether acceptable noise and vibration from the project is assessed compared to baseline levels or a threshold of acceptable noise and vibration levels to sensitive receptors.   | Discussion on applicable noise and vibration criteria for future work is presented in Section 5 (Future Work).  | C   |  |  |
| 4                              | City Planning | Noise & Vibration Environmental Conditions Report | Section 5, Page 11                     | Confirm how the noise and vibration impact studies will address variations that may exist in the proposals from the various proponents. We assume this would be based on parameters established for the reference concept design. Confirm that the project requirements will include maximum noise/vibration levels that the project must achieve, and that proponents will be required to undertake noise/vibration modelling for their specific proposed solution. | Noise and Vibration Impact Assessment will be based on the RCD which establishes a base percentage of design and takes into account a worst-case scenario to ensure conservative assumptions which account for variations should they exist in proposals from bidders.  | C   |  |  |
| 5                              | City Planning | Noise & Vibration Environmental Conditions Report | Table 9, Page 12                       | City Planning anticipates being consulted on the design of any proposed mitigation measures such as noise attenuation walls and other permanent physical measures to control noise from the project, to ensure that their design meets the intent of Official Plan policies, design guidelines, and Metrolinx design standards.  | Comment noted.  | C   |  |  |
| 6                              | City Planning | Noise & Vibration Environmental Conditions Report | Appendix B (General)                   | Confirm how the study area was determined, and why noise/vibration measurement locations would be located outside the study area. Explain why the study area extents vary widely in proximity to the proposed infrastructure (i.e. very narrow in some areas, very wide in other areas). The main report should include some discussion about this.  | Study area was determined based on the representative alignment outlined through the business case. Segments of the study area that have narrow extents represent areas in which there is certainty regarding the alignment whereas areas with a wider extent allow for flexibility in modifications to the alignment.  | O   | This remains of concern to the City. Further discussion requested on the approach to defining the study area; clarification is requested on the practical purpose of the report if it is not to document conditions in areas impacted by the Ontario Line project scope. | The purpose of the Existing Conditions Report is to document baseline conditions for the study area, defined through the representative alignment within the Ontario Line Initial Business Case. As project planning and design progress, any areas not previously identified and documented within the Existing Conditions Report that are impacted will be included into the Environmental impact Assessment Report and/or Early Works Report(s), to be developed, under separate cover. |
| 7                              | City Planning | Noise & Vibration Environmental Conditions Report | Appendix B (General)                   | The mapping of the study area with noise/vibration monitoring locations appears to skip an entire area of the project between Leslieville and Corktown Stations, around Moss Park Station, and between King-Bathurst and Exhibition Stations. Explain why these areas are not covered by the mapping/report. The mapping could also be improved by indicating the locations of the sensitive receptors considered in the report.                                     | AECOM can include an overview map displaying all monitoring locations.<br><br>The area between Leslieville and Corktown stations can be conservatively represented by the M0_02S monitoring location, as it is in a similar neighbourhood but further from the DVP and Eastern Avenue.<br><br>For the area between King-Bathurst and Exhibition, monitoring locations (M0_01W, M0_02W, and M0_03W), were selected based on proximity to TODs and known station locations, where extensive excavation work during construction and tunnel ventilation systems and other stationary noise sources during operation are expected, whereas this section is completely underground. Additional monitoring can be performed in the detailed design stage if required, as noted in the report. | P   |  |  |

| Item No. | Reviewer Name | Description                                       | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment   | Response & Details<br>(Authors - )  | Status<br>O / P / C*<br>(Reviewer) | Follow-up Comments<br>(Reviewer)   | Response & Details<br>(Authors - )   |
|----------|---------------|---|--|--|---|------------------------------------|--|--|
| 8        | City Planning | Noise & Vibration Environmental Conditions Report | Appendix B (PDF Pages 26, 29, 34)      | <p>We are concerned that some existing and future sensitive uses in close proximity to the proposed infrastructure are outside the study area. The following areas are of specific concern, given that they may expect to experience some noise/vibration transmission from the project:</p> <ul style="list-style-type: none"><li>■ Booth Avenue: residential homes are excluded from the study area although they are in direct line-of-sight from the rail corridor and could be expected to experience some noise/vibration transmission from the project.</li><li>■ Thorncliffe Park Apartment Neighbourhood: the bulk of the residential population is outside the study area while less sensitive uses are included.</li><li>■ Windom Road and Vanderhoof Avenue: residential homes are excluded from the study area despite close proximity to elevated guideway.</li><li>■ North of Eglinton Avenue: interest in impact of elevated guideway terminal operations on future residential on Celestica site.</li></ul> | <p>As part of the existing conditions assessment for Noise and Vibration, a desktop study was completed to identify sensitive receptors in proximity to the representative alignment that would potentially be impacted by the project.</p> <p>As project planning and design advance, assessment of the potentially impacted receptors will be completed based on the final alignment and results presented as part of the EIAR.</p> | P                                  | The accurate identification of sensitive land uses for noise and vibration analysis, especially related to the above ground and elevated sections of the Ontario Line, remains of great concern to the City. | Comment noted. In development of the Early Works and Environmental Impact Assessment Reports, screening of sensitive land uses within the study area will be revisited for the noise and vibration analysis. |
| 9        | City Planning | Noise & Vibration Environmental Conditions Report | Appendix D                             | It would be helpful to summarize the noise/vibration monitoring information in chart form in the main body of the report (e.g. histograms).  | Time histories are provided for vibration as individual events are more critical to the typical assessment approach. Histograms are typically not provided for noise as criteria/metrics are based around energy averages over longer periods of time.  | C                                  |  |  |

|   |                      |  |   |   |   |   |   |  |
|---|----------------------|--|---|---|---|---|---|--|
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| <b>City of Toronto Comments</b>           |                      |  |   |   |   |   |   |  |
| <b>Project Name:</b>                      |                      |  |   | <b>Ontario Line</b>   | <b>Revised By:</b> TEO  |   |   |  |
| <b>Project No:</b>                        |                      |  |   |   | <b>Date In:</b> August 4, 2020  |   |   |  |
| <b>Draft Noise &amp; Vibration Report</b> |                      |  |   |   | <b>Date Out:</b> September 15, 2020   |   |   |  |
| <b>Item No.</b>                           | <b>Reviewer Name</b> | <b>Description</b>   | <b>Part, Chapter, Sec, Subsec, page, DWG#</b> | <b>Review Comment</b>   | <b>Response &amp; Details (Authors - )</b>  | <b>Status O / P / C* (Reviewer)</b>   | <b>Follow-up Comments (Reviewer)</b>  | <b>Response &amp; Details (Authors - )</b> |
| 1   | LAU                  | DRAFT Noise & Vibration Environmental Conditions Report May 2020 | General                                       | Future Work shall include noise and vibration impact study to existing Jimmie Simpson Recreation Centre as works are proposed in very close proximity to the Recreation Centre. | Typically recreation centres are not considered noise or vibration sensitive developments. The building will be considered in the construction vibration impact assessment. | C   | For Council Item EC14.6- Save Jimmie Simpson Recreation Centre, Mx confirmed that they are continuing to do noise and vibration studies that will aid MX in defining a set of project requirements that will mitigate the proximity of the Ontario Line to the Recreation Centre. | Comment noted.                             |

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| City of Toronto Comments              |  |                        |  |   |   |   |  |   |  |
| Project Name: Ontario Line            |  |                        |  | Revised By: TEO   |   |   |  |   |  |
| Project No:                           |  |                        |  | Date In: August 4, 2020   |   |   |  |   |  |
| OL_Draft Noise & Vibration Report.pdf |  |                        |  | Date Out: September 15, 2020  |   |   |  |   |  |
| Item No.                              | Reviewer Name  | Description            | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment  | Response & Details (Authors - )   | Status O / P / C* (Reviewer)  | Follow-up Comments (Reviewer)  | Response & Details (Authors - )   |  |
| 1                                     | Transportation Expansion Office in consultation with LeighFisher | Noise Measurements     | 2.2, Methods                           | <p>Please explain why noise meters were placed 3 m above ground.</p> <p>It is standard practice that in general noise measurements should use a microphone height of 5 ft (1.5 m) above ground (per the FHWA Noise Measurement Handbook), being representative of ear height for a standing person.</p>   | <p>Noise meters were placed approximately 3 meters above ground to help avoid tampering and to keep equipment secure. It is not feasible to maintain a noise level at 1.5 meter heights in an urban environment.</p> <p>In terms of representative noise levels for a location, this difference in height of 1.5 metres should be negligible as meters were not placed in areas where there would be a difference in noise shielding between 1.5 and 3 meter heights.</p> | P   | <p>We object that it is not feasible to maintain a noise level at 1.5m in an urban environment as this is best practice conducted on other urban projects of similar size and nature.</p> <p>It is acknowledged that security issues require consideration and may create difficulties with obtaining long-term monitoring data at 1.5m. Please confirm if there is an opportunity to conduct short-term measurements at various points in the corridor, to verify any variance between 1.5m and 3.0m readings, particularly for the sections of the Project that are not elevated.</p> <p>If short-term measurements cannot be obtained, adequate justification of the assumption that measurements at 3m are representative of that at 1.5m is required in the report. In addition, the upcoming impact assessment should consider both:</p> <p>1) if the predicted noise levels will exceed standards, and<br/>2) how much the Project contributes to the overall predicted noise levels.</p> <p>If only the first (1) consideration is examined, there is a risk that the noise measurements taken from 3m will underestimate impacts and therefore, required mitigation.</p> <p>Further comment is pending review of the impact assessment.</p> | <p>In public areas (e.g. not stationed in a relatively private residential property with the homeowner's permission), it is difficult to securely leave a noise monitor unattended without placing it out of reach. In addition to increasing the likelihood of keeping the unit in place, it will attract less attention that may lead to erroneous noise data (e.g. talking by the unit, tapping or touching the unit).</p> <p>In addition, Metrolinx specifications for OnCorr construction projects suggest microphones be placed between 1.5m-4.5m monitor heights. We therefore think the report does not require additional justification for the placement of the microphone at a height of 3 metres. This placement falls between the standard day-time and night-time elevations for typical homes, corresponding to the outdoor living area and 2nd storey plane of window area.</p> <p>From the FHWA guide: In general, use a microphone height of 5 ft (1.5 m) above ground, being representative of ear height for a standing person. For multistory apartments with outdoor balconies or single-family homes with outdoor decks, then microphones at heights of 5 ft (1.5 m) above floor elevation may be needed. As the study area contains many receptors that will be above ground level, we think that the microphone heights are appropriate for capturing overall baseline noise.</p> <p>It is agreed that future assessments will consider whether project noise will exceed applicable noise standards and predict the noise</p> |  |
| 2                                     | Transportation Expansion Office in consultation with LeighFisher | Noise Measurements     | 2.3, Results                           | <p>Provide justification for the following assumption noted in the report:</p> <p><i>"Data that could potentially be used to represent areas without measured data are highlighted in grey within the result tables. The representative data has been selected based on alternative locations or time periods where ambient noise levels are expected to be similar or lower."</i></p> <p>Note: Per the FTA Transit Noise and Vibration Impact Assessment Manual (2018), "Justification for all assumptions used in the analysis, such as selection of representative measurement sites and all baseline conditions, must be presented for review."</p> | <p>Justification for using data where measured data was unavailable is provided in the Discussion section (Section 4).</p>  | O   | <p>Discussion section (Section 4.0) justifies using data where measured data was unavailable for the following locations:</p> <p>1) Windom Road (MO_01N)<br/>2) Overlea Boulevard (MO_04N)<br/>3) Rolling Mills Road/Mill Street (MO_03S)</p> <p>Please include similar justification for the data assumed for Richmond Street West (MO_01W) and Richmond Street East (MO_05S).</p>  | <p>Discussions for these overnight measurement locations were presented in Section 4:</p> <p><i>In the cases where attended overnight measurements were taken and evening data is unavailable, evening sound levels were conservatively assumed (for the purposes of future impact assessment as required) to be represented by the collected night-time data.</i></p>  |  |
| 3                                     | Transportation Expansion Office in consultation with LeighFisher | Vibration Measurements | 3.2 Methods, Table 5                   | <p>Was consideration given to taking vibration measurements inside the recording studio to support determining potential impacts to sensitive sites?</p> <p>Note: The FTA Transit Noise and Vibration Impact Assessment Manual (2018) recommends conducting outdoor and/or indoor measurements to characterize existing vibration conditions, as appropriate.</p>   | <p>Consideration was given to performing measurements at this location, but access was not granted.</p>   | C   |  |   |  |

| Review Comments Spreadsheet |               |                                  |  | <b>* Actions:</b><br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....  |   | <b>** Status:</b><br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete |  | <br>An agency of the Government of Ontario<br>Une agence du gouvernement de l'Ontario  |  |
|-----------------------------|---------------|----------------------------------|--|--|---|---|--|---|--|
| City of Toronto Comments    |               |                                  |  | Project Name: Ontario Line   |   | Revised By: TEO   |  |   |  |
| Project No:                 |               |                                  |  | Date In: August 4, 2020  |   |   |  |   |  |
| Draft Socio-Ec Report       |               |                                  |  | Date Out: September 15, 2020   |   |   |  |   |  |
| Item No.                    | Reviewer Name | Description                      | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment   | Response & Details (Authors - )   | Status O / P / C* (Reviewer)  | Follow-up Comments (Reviewer)  | Response & Details (Authors - )   |  |
| 1                           | City Planning | Socio-Economic Conditions Report | General                                | Consider expanding the study area to take broader socio-economic impacts or concerns of a transit project into account (e.g. transit-oriented development, business impacts, transportation patterns, social equity, etc.). The study area for the socio-economic conditions analysis appears to be arbitrarily delineated, does not follow logical natural or community boundaries, and does not include many areas that would be positively or negatively impacted by the project. Provide a more complete explanation for how the study area was defined. City Planning can provide extensive local knowledge to assist with the delineation of the study area. | The project's study area was developed through a review of the representative alignment. The intent of the socio-economic conditions report is to document surrounding socio-economic conditions within the project's study area and not to characterise socio-economic benefits or impacts of the project. Socio-economic benefits are documented through the business case process, which can be found in the Ontario Line Initial Business Case. | O   | This remains of concern to the City; further discussion requested on the approach to defining the study area. Clarification is requested on the practical purpose of the report if it is not to document conditions in areas impacted by the Ontario Line project scope. | The purpose of the Existing Conditions Report is to document baseline conditions for the study area, defined through the representative alignment within the Ontario Line Initial Business Case. As project planning and design progress, any areas not previously identified and documented within the Existing Conditions Report that are impacted will be included into the Environmental impact Assessment Report and/or Early Works Report(s), to be developed under separate cover. |  |
| 2                           | City Planning | Socio-Economic Conditions Report | General                                | If this EPR is intended to include the Maintenance and Storage Facility, the study area should include the Leaside Employment Area and Laird in Focus study area to assess impacts of the MSF on these areas. If the MSF will be covered by its own EPR, these impacts can be addressed through that process.  | The Laird in Focus Study area is outside of the OLN study area and as such will not be included. Language on Leaside Employment Area has been added to the report.<br><br>The Project study area includes the potential location of the MSF, based on the representative alignment. Project-specific impacts will be studied and documented in the EIAR, in accordance with O. Reg. 341/20.   | O   | The Laird in Focus area remains of concern to the City; further discussion is requested. The Laird in Focus plan has implications that need to be understood with respect to the project, and the project as proposed will have impacts on the Laird in Focus area.      | Revision will be made in the Final ECR to document that the Laird in Focus study area is directly adjacent to the OLN Study area. Metrolinx would appreciate any information the City can provide with regards to the Laird In Focus study, which will be reflected in the Environmental Impact Assessment Report, to be completed under separate cover.  |  |
| 3                           | City Planning | Socio-Economic Conditions Report | Section 3.1.1, Page 12                 | Update the review of the Provincial Policy Statement and its implications for the Ontario Line. The 2014 version has been superseded by the 2020 version and is not current with the date of the draft report.   | This will be addressed in the revised report.   | P   |  |   |  |
| 4                           | City Planning | Socio-Economic Conditions Report | Section 3.2.1, Page 17                 | The report should make clear the relationships between the land use designations, secondary plans, and site and area specific policies that are discussed. As per the interpretation policies, all the policies of the Official Plan apply to the areas subject to Secondary Plans contained in Chapter Six, except in the case of a conflict, the Secondary Plan policy will prevail. All OP policies apply to areas subject to site/area specific policies contained in Chapters Six and Seven except where in the case of a conflict, the site/area specific policy will prevail.   | This will be clarified in the revised report.   | P   |  |   |  |
| 5                           | City Planning | Socio-Economic Conditions Report | Section 3.2 in General                 | Ensure current Official Plan information and maps are being used (February 2019 consolidation as amended). We note that some policy language and designation labels are out of date.<br>- e.g. Page 22: Employment Districts no longer exist in Map 2, and Employment Areas in the Land Use Plan have been replaced by Core Employment Areas and General Employment Areas.<br>- e.g. Figure 3-6e: Official Plan land use designation maps are out of date and do not reflect recent Official Plan Amendments, such as the Celestica development that was approved on the northwest corner of Eglinton and Don Mills. Check for other instance of similar errors.   | This will be adjusted in the mapping.   | P   |  |   |  |


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|----------|---------------|----------------------------------|--|--|---|---------------------------------|-------------------------------|---------------------------------|
| 6        | City Planning | Socio-Economic Conditions Report | Section 3.2.1.3, Page 40-42            | Add Secondary Plans and Planning Studies missing from the list including Don Mills Crossing SP (around Eglinton and Don Mills), the Laird in Focus PS, and the Gerrard-Carlaw PS.  | A summary on the Don Mills Crossing SP and Gerrard Carlaw PS will be added to the OLN Secondary Plans section.<br><br>The Laird in Focus Planning Study falls outside of the OLN Study Area, and as such, will not be included.   | P                               |                               |                                 |
| 7        | City Planning | Socio-Economic Conditions Report | Section 3.2.1.3.1.1, Page 40           | Correct CWSP history in report. Note that the CWSP has been under appeal since it was originally adopted in 2003. The portion for the western waterfront has since come into force. The 2003 CWSP was never in effect and does not remain in effect for the Port Lands, and the LPAT hearing will not change what is already in effect for other areas of the CWSP.  | This will be addressed in the revised report.   | P                               |                               |                                 |
| 8        | City Planning | Socio-Economic Conditions Report | Sec 3.2.1.3.2.2, Page 42               | The report should note that Council considered a Proposed Secondary Plan amendment for King-Parliament in October 2019. The updated objectives articulated in that plan should replace the objectives noted in the report, as follows: • Support and enhance the employment cluster in the King-Parliament area; • Conserve heritage properties; • Improve and expand parks and the public realm; and • Simplify interpretation of overlapping policy frameworks.  | This will be addressed in the revised report.   | P                               |                               |                                 |
| 9        | City Planning | Socio-Economic Conditions Report | Table 3-1, Page 44                     | The Ontario Line North section of Table 3-1 should include SASP 254 related to 59/75 Wynford Drive, and SASP 511 related to Celestica.   | SASP 511 will be added to Table 3-1. SASP 254 falls outside of the Study Area.  | P                               |                               |                                 |
| 10       | City Planning | Socio-Economic Conditions Report | Table 3-2, Page 49                     | The Ontario Line North section of Table 3-2 should include reference to the Laird In Focus guidelines. The Ontario Line South section should include the Northwest PATH EA and West Don Lands Master Plan EA.  | The Laird in Focus Study Area boundary is outside of the OLN Study Area. The OLS segment table will include the Northwest PATH EA and the West Don Lands Master Plan EA.  | P                               |                               |                                 |
| 11       | City Planning | Socio-Economic Conditions Report | Section 4.1.2.1, Page XX               | Correct the inaccurate statement that "Along the main streets of Front, King Street E. and Queen Street E. are numerous...." The stretch of Front St. E. and King St. E. within the study area are not all typical main streets.   | This will be addressed in the revised report.   | P                               |                               |                                 |
| 12       | City Planning | Socio-Economic Conditions Report | Section 4.1.2.2, Page 57               | Correct the description of The Esplanade east of Jarvis Street. The description is accurate only west of Jarvis St. East of Jarvis, The Esplanade is a local neighbourhood street encompassing David Crombie Park, residential, school and civic uses. Also delete the last paragraph as the St. Lawrence neighbourhood is not in West Don Lands/Industrial Sub-area.  | This will be addressed in the revised report.   | P                               |                               |                                 |
| 13       | City Planning | Socio-Economic Conditions Report | Section 4.1.3.3, Page 59               | Complete the description of the Thorncliffe Park Sub-Area which is missing some key features including the Costco development and integration of former Coca Cola headquarters heritage building on the site, and a number of places of worship.<br><br>Also note that the statement "This mall and associated plaza [East York Town Centre] are situated in the centre of the neighbourhood and comprise the majority of the Overlea Boulevard frontage" is not an accurate description of Overlea Boulevard. | These key features are located in the Thorncliffe Employment Sub-Area and will be added to the revised report.<br><br>The statement about the mall and plaza will be revised to state "...comprise a large portion of the Overlea Boulevard frontage within the OLN Study Area".  | P                               |                               |                                 |
| 14       | City Planning | Socio-Economic Conditions Report | Section 4.1.3.4, Page 60               | Clarify what is meant by the reference to a "Sub-Area" north of Eglinton Avenue East. This is not shown in Figure 2-3.<br><br>This section is missing some key features and should include reference to the approved Celestica development in northwest quadrant, the CreateTO/Housing Now sites south of Eglinton, and the Don Mills Crossing Secondary Plan.   | The "sub-area" reference will be reworded to avoid confusion.<br><br>This section is intended to speak to the existing physical characteristics of the area, not the planned / future conditions. A reference is made to the Celestica development in the last sentence, which points to Section 7 for further information. | P                               |                               |                                 |




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|----------|---------------|----------------------------------|---|---|--|------------------------------|---|---|
| 15       | City Planning | Socio-Economic Conditions Report | Figure 4-2e-f, Page 75 76               | Show missing critical trail link connecting Mill Street to Lower Don Trail through Corktown Common and under the Richmond Hill GO corridor in the map.  | This will be added to Figure 4-2e-f.   | P                            |   |   |
| 16       | City Planning | Socio-Economic Conditions Report | Figures 4-3b, 4-3c and 4-3e, Page 83-85 | Include references from the Don Mills Crossing and Laird in Focus mobility plans in the map of cycling infrastructure. Confirm that all connections in Thorncliffe Park have been shown. Note that the cycle track shown on Millwood north of Overlea is not consistent with the City's latest Cycling Network Plan.  | We will adjust the mapping accordingly.<br><br>The Laird in Focus Study Area boundary is outside of the OLN Study Area.  | O                            | The Laird in Focus area remains of concern to the City; further discussion is requested. The Laird in Focus plan has implications that need to be understood with respect to the project, and the project as proposed will have impacts on the Laird in Focus area. | Revision will be made in the Final ECR to document that the Laird in Focus study area is directly adjacent to the OLN Study area. Metrolinx would welcome further discussion and appreciate any information the City can provide with regards to the Laird In Focus study, which will be reflected into the Environmental Impact Assessment Report, to be completed under separate cover. |
| 17       | City Planning | Socio-Economic Conditions Report | Section 4.2.3.2.2, Page 81              | For information, note that Don Mills Crossing has planned cycling infrastructure for 3 quadrants of Don Mills Rd and Eglinton Ave E, including cycle tracks, lanes, and multi-use paths.  | This will be added in-text.  | P                            |   |   |
| 18       | City Planning | Socio-Economic Conditions Report | Section 4.3.1, Page 87 88               | The report should note the Cultural Heritage Landscape Assessment for Exhibition Place (2019), which includes recommendations for rehabilitation of the public realm. The report should include some discussion of Exhibition Place as a major heritage resource, conference and event centre, and open space.  | This will be clarified in the revised report.  | P                            |   |   |
| 19       | City Planning | Socio-Economic Conditions Report | Table 5-4, Page 106                     | Revise table and corresponding map to reflect that the three areas west of Strachan identified as parks/open spaces. These are not municipal parks, and one is a transformer station.   | This will be clarified in the revised report.  | P                            |   |   |
| 20       | City Planning | Socio-Economic Conditions Report | Table 5-7, Page 108                     | List of Daycares should include City Kids Early Learning and Child Care Centre at 34 Bathurst Street. Community Groups should include Friends of Fort York and The Bentway.   | This will be added to the revised report.  | P                            |   |   |
| 21       | City Planning | Socio-Economic Conditions Report | Section 6, Page 124-146                 | Recommend including a social equity analysis consisting of source data from the City's Neighbourhood Equity Index and Neighbourhood Improvement Areas, which would reflect an analysis of the degrees of inequality experienced in Toronto's 141 defined neighbourhoods based on a composite of key indicators, in order to be consistent with the City's rapid transit evaluation framework.   | A social equity analysis outside the scope of the environmental assessment which documents the environmental impacts of the project. Social and economic benefits of the project are documented within the Initial Business Case for the Ontario Line. | C                            |   |   |
| 22       | City Planning | Socio-Economic Conditions Report | Section 6.1.1, Page 124-127             | Review Section 6.1.1 carefully as it does not accurately reflect the census data presented. Examples:<br><ul style="list-style-type: none"> <li>■ Table 6-2 shows percentage of population by age but the discussion refers to actual counts of people by age. The table titles should reflect what is being presented "Proportion of" or "Percentage of".</li> <li>■ p. 126, first paragraph. Table 6-5 shows the proportions of people who are recent immigrants, not the numbers.</li> <li>■ p. 127, first paragraph. Table 6-7 shows a slight decline in average household size; it doesn't show decline in population.</li> <li>■ p. 127, second paragraph. Table 6-8 reports average household income, not average (personal) income.</li> <li>■ p. 127, third paragraph. Table 6-9 reports the proportion of households by tenure, not the numbers. Without the absolute numbers, it is not appropriate to conclude based on the shares of the subareas whether there are more or fewer renters. It may be true but it cannot be stated from this data.</li> </ul> | This will be clarified in the revised report.  | P                            |   |   |
| 23       | City Planning | Socio-Economic Conditions Report | Figure 7-3b, Page 164                   | A rezoning symbol should be included for the CreateTO Housing Now site at 805 Don Mills Road.   | This application was captured as part of ID #4 (770 Don Mills Road) as they were submitted as one application. The symbols will be added to both parcels of land to further clarify.   | P                            |   |   |

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|----------|---------------|----------------------------------|--|---|---|------------------------------|---|--|
| 24       | City Planning | Socio-Economic Conditions Report | Section 7, Page 147                    | Correct factual errors with application appeals. Note that not all application types listed here are appealed to TLAB, only minor variances. Other applications are appealed to the LPAT.   | This will be reviewed and clarified in the revised report.  | P                            |   |  |
| 25       | City Planning | Socio-Economic Conditions Report | Section 7.3, Page 162                  | <p>Include key aspects of developments following the direction of Housing Now initiatives that should be noted in this section (including relationship to the Ontario Line alignment):</p> <ul style="list-style-type: none"> <li>■ 770 Don Mills Road (southwest corner) - Three residential towers with approximately 1,200 residential units, portions of which would be affordable and market rental housing, daycare, and City Council authorized land exchange with the TDSB to facilitate the development of an elementary school.</li> <li>■ 805 Don Mills Road (southeast corner) - Three residential towers with approximately 1,000 residential units, portions of which would be affordable and market rental housing, daycare, and other non-residential uses.</li> </ul>  | ID #4 will be further updated to reflect these key elements. We will also make note that there are redevelopments as part of Housing Now in the Flemingdon Park Sub-Area under the larger OLN summary section in Section 7.   | P                            |   |  |
| 26       | City Planning | Socio-Economic Conditions Report | Table 7-1 & Figure 7-2, Page 164       | <p>Correct factual errors in the report regarding applications:</p> <ul style="list-style-type: none"> <li>■ The following applications were not in the list or figure and should be added: 60 Mill St., 109 George St., 53 Ontario St., 125 Mill St., 125 Mill St. R; 31R Parliament St.; 133 Queen St. E.</li> <li>■ The following applications are withdrawn, completed or refused and are not longer active: 56; 57; 65; 73.</li> </ul> <p>Clarify how the report defines "active" applications, and update out-of-date information in table. Recommend separating active applications that are in the OPA, Rezoning, Plan of Subdivision, and Minor Variance phases from those in the Site Plans and Plans of Condominium phases.</p> <p>Confirm latest list and status of applications through the City's Application Information Centre.</p> | Factural errors will be updated in the revised report. Date of development application review will be clarified.  | P                            |   |  |
| 27       | City Planning | Socio-Economic Conditions Report | Section 8, Page 177                    | Include impacts to communities and human environments in the assessment. Potential project impacts speaks only to hard environmental impacts and makes no reference the demographic characteristics across the line and how different groups may be impacted differently during construction and operations. Given the effort to include demographic analysis, the demographic discussion would benefit from a summary of the variations along the line and how the proposed project could impact the areas and their residents differently.  | The intent of the socio-economic conditions report is to document existing demographic information within the study area. Socio-economic impact assessment will be completed under separate cover (Environmental Impact Assessment Report). However, typical approach for the socio-economic impact assessment does not include understanding how different demographic groups may be impacted during construction. Socio-economic impacts typically include impacts to utilities, access, built form, and surrounding land-uses. | O                            | This remains of concern to the City as it is City Council's policy that transit projects be evaluated through an equity and gender lens. See for example the following motion: <a href="http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.MM44.14">http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.MM44.14</a> . Further discussion is requested. | <p>The Ontario Line will extend subway service to high-density neighbourhoods that need better transit – neighbourhoods such as Liberty Village, King West, Thorncliffe Park and Flemingdon Park. The socio-economic impact assessment will be completed as part of the forthcoming Environmental Impact Assessment Report.</p> <p>Review of impacts to human environments from a gender and equity lens are not typically included within provincial environmental assessment processes. Ontario Line impacts are being assessed in accordance with O. Reg. 341/20 requirements under the Environmental Assessment Act.</p> |
| 28       | City Planning | Socio-Economic Conditions Report | Table 8-1, Page 178                    | Note that temporary walkways used to mitigate access to land use and adjacent lands during construction should provide a pedestrian clearway of 2.1m and meet AODA requirements for universal accessibility.  | Impacts are intended to be high level and preliminary as this is an environmental conditions report, not an impact assessment. High level text re: AODA compliance will be added to the revised report.   | P                            |   |  |
| 29       | City Planning | Socio-Economic Conditions Report | Table 8-2, Page 179                    | Visual impact analysis in Table 8-2 should include all infrastructure elements visible to the public including elevated guideways, support columns, retaining walls, portals and other structures related to the infrastructure. Mitigation measures should also include architectural design and surrounding landscape treatment.  | High level mitigation text will be added to the revised report.   | P                            |   |  |


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|----------|---------------|----------------------------------|--|--|---|------------------------------------|----------------------------------|------------------------------------|
| 30       | City Planning | Socio-Economic Conditions Report | Table 8-2, Page 179                    | Include transportation and transit network impacts to the Leaside Business Area related to the MSF if this EPR is intended to comprise the MSF. Table 8-2 indicates that "No impacts related to the transportation network are anticipated during operations". The proposed MSF design concept includes a collector road closure of Beth Nealson Drive and Wicksteed Avenue, which is not a supportable solution. Alternatives should be evaluated to maintain this function.                              | Any project-specific impacts will be confirmed as project planning and design progress and incorporated into the Environmental Impact Assessment Report to be provided under separate cover, in accordance with the O. Reg. 341/20.   | C                                  |                                  |                                    |
| 31       | City Planning | Socio-Economic Conditions Report | Section 10, Page 181                   | Suggest expanding on the demographic and economic analysis in terms of impacts and mitigation to the human environment to support the conclusion that "The Project will achieve this objective by strengthening connections between people and jobs within Toronto and the surrounding region by improving rapid transit service and bringing rapid transit to new communities, providing residents with greater access to transit options and economic opportunities in closer proximity to their homes". | The intent of the socio-economic conditions report is to document surrounding socio-economic conditions within the project study area and not to characterise socio-economic benefits or impacts of the project. Socio-economic benefits are documented through the business case process, including how the Project will connect people to jobs, which can be found in the Ontario Line Initial Business Case. | C                                  |                                  |                                    |

|                                    |                      |  |   |   |   |                                     |                                      |
|------------------------------------|----------------------|--|---|---|---|-------------------------------------|--------------------------------------|
| <b>Review Comments Spreadsheet</b> |                      |  | <b>* Actions:</b><br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because ..... |   | <b>** Status:</b><br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete   |                                     |                                      |
| <b>City of Toronto Comments</b>    |                      |  |   |   |   |                                     |                                      |
|                                    |                      |  | <b>Project Name:</b>  | Ontario Line  | <b>Revised By:</b> TEO  |                                     |                                      |
|                                    |                      |  | <b>Project No:</b>  |   | <b>Date In:</b> August 4, 2020  |                                     |                                      |
|                                    |                      |  | <b>Item:</b>  | Draft Early Works Reports May 2020  | <b>Date Out:</b> September 15, 2020   |                                     |                                      |
| <b>Item No.</b>                    | <b>Reviewer Name</b> | <b>Description</b>   | <b>Part, Chapter, Sec, Subsec, page, DWG#</b>   | <b>Review Comment</b>   | <b>Response &amp; Details (Authors - )</b>  | <b>Status O / P / C* (Reviewer)</b> | <b>Follow-up Comments (Reviewer)</b> |
| 1                                  | LAU                  | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | General   | Any impacts to City parkland as a result of this project requires coordination with Parks Capital's Construction schedule for funded projects. Schedule and duration of impacted park lands to be provided.   | Comment noted, as project planning progresses, Metrolinx will consult with the City.  | C                                   |                                      |
| 2                                  | LAU                  | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | General   | Parks is not in support of such significant loss of park lands. What lands does Mx have for a potential land swap? The loss of parkland shall meet the Official Plan Policy for disposal of land.   | The intent of the socio-economic existing conditions report is to document socio-economic conditions within the study area such as surrounding land-uses, built form, demographic information, and development applications. This report does not include details of impacts to parkland and subsequent impact assessment which will be completed under separate cover - Environmental Impact Assessment Report, in accordance with O. Reg. 341/20.<br><br>Metrolinx will continue to engage the City as project planning and design advance. | C                                   |                                      |
| 3                                  | LAU                  | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 22-39  | All existing Parks and Natural Areas that will be impacted to be noted in their respective sub-areas and labelled in all corresponding graphics...i.e. Ordnance Park, Moss Park, Jimmie Simpson Park, E.T Seton Park Archery Range etc.   | The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. Direct impacts will be addressed in a future impact assessment. An inventory of existing parks is provided in Figures 5-1 to 5-3.  | C                                   |                                      |
| 4                                  | LAU                  | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 23   | Include under Relevance to the Project (copied from Relevance to Project on pg 29 for OLS): 'Parks and Natural Areas must also be carefully considered during detailed design to mitigate potential impacts to their natural and social functionality within the context of the environment'  | This will be added in the revised report.   | C                                   |                                      |
| 5                                  | LAU                  | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 52   | Ravine Strategy noted in Name of Policy, Initiative or Plan to include Ravine Strategy implementation staff report that went to Council in January 2020 where it was noted that the Lower Don is a Ravine Priority Investment Area (PIA). Any work in the Lower Don shall meet the objectives of the Lower Don Trail Master Plan and Lower Don Trail Refresh. | This will be noted in the revised report.   | C                                   |                                      |
| 6                                  | LAU                  | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 55-60  | All notable landmarks to include existing Parks and Natural Areas that will be impacted. Ontario Line North is missing notable local landmarks that were noted for OLW and OLS  | The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. Direct impacts will be addressed in a future impact assessment.<br><br>An OLN landmark section including notable parks will be added in the revised report.  | C                                   |                                      |
| 7                                  | LAU                  | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 87-102   | All existing Parks and Natural Areas that will be impacted to be noted in their respective OL segments...i.e. Ordnance Park, Moss Park, Jimmie Simpson Park, E.T Seton Park Archery Range etc.  | The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. Direct impacts will be addressed in a future impact assessment.  | C                                   |                                      |
| 8                                  | LAU                  | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 106  | Ordnance Park to be added to OLW and Jimmie Simpson Recreation Centre to be added to OLS Recreational Uses, Parks and Open Spaces   | This will be addressed in the revised report.   | C                                   |                                      |
| 9                                  | LAU                  | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 107  | ET Seton Park #39 to be noted as well at the Archery Range in the mapping   | This will be addressed in the revised report.   | C                                   |                                      |


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|-----------------------------|--|---|--|--|--|--|--|
| City of Toronto Comments    |  |   |  |  |  |                                 |  |
| Project Name:               |  |   |  | Ontario Line - Existing Conditions - Cultural Heritage Report  |  | Revised By: TEO  |  |
| Project No:                 |  |   |  |  |  | Date In: August 4, 2020  |  |
| Draft Environmental Reports |  |   |  |  |  | Date Out: September 15, 2020   |  |
| Item No.                    | Reviewer Name                                  | Description   | Part, Chapter, Sec, Subsec, page, DWG#   | Review Comment   | Response & Details (Authors - )  | Status O / P / C* (Reviewer)   | Follow-up Comments (Reviewer)  |
| 1                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Executive Summary and Next Steps Sections  | The Executive Summary should summarize how many built heritage resources are proposed to be impacted and the expected nature of the impacts. The current version of the Executive Summary and Next Steps sections do not summarize or quantify the proposed impacts on identified built heritage resources. Due to the complexity and size of the Impact Tables, identifying the type and description of anticipated impact is necessary to understand the overall impacts the alignment will have on built heritage resources. It needs to be made clear which and how many built heritage resources are anticipated to be demolished or altered due to the alignment. Similiarly, there is a need to summarize how many, and which, identified built heritage resources will not be impacted by the current alignment. | As per the Ontario Line Project Regulation, the purpose of this report documents all known or potential built heritage resources within the study area. At this time, a range of preliminary impacts and mitigation measures have been identified for each of those built heritage resources. Once detailed design has progressed, property-specific impacts will be known at that time.   | C  | Closed for EA but deferred to detailed design phase. We recommend adding a D - Deferred status |
| 2                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 2. Approach and Methodology, page 11   | Clarify if a CHER will be provided for properties that were identified as potential built heritage resources identified during field review. The report notes that "it is not necessary to recommend an individual Cultural Heritage Evaluation Report (CHER) be undertaken to re-apply O. Reg. 9/06 to these properties." While a CHER may not be necessary for each property, some properites may warrant a CHER be undertaken, for example properties designated under OHA prior to O. Reg 9/06 taking effect.  | No CHER will be completed outside of this report/the future Heritage Detailed Design Report (HDDR). The HDDR will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent. Cultural Heritage Reports and Heritage Detailed Design Reports will meet MX obligations under the Ontario Heritage Act.   | C  |  |
| 3                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 4. Identification of Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures, page 16 | Heritage Impact Assessments should be completed prior to detailed design and reviewed by City of Toronto Heritage Planning and subject to staff delegated or Council decision under the Ontario Heritage Act and Muncipal Code. Properties that are identified as built heritage resources warrant a Heritage Impact Assessment if they are to be altered or demolished as a result of project activities. The report indicates that the intent of the Cultural Heritage Report impact assessment is to "provide sufficient discussion of potential impacts to inform project planning to avoid, to the greatest extent possible, undertaking additional HIAs of individual properties."   | Heritage Detailed Design report(s) will be prepared by Metrolinx and/or Project Co(s), once a preferred alignment has been identified and/or detailed design has commenced. The report(s) will document the review of the preferred alignment and/or detailed design as it relates to the Cultural Heritage Report, refine project-specific impacts and mitigation measures, identify any changes, and, where required, describe how any conditions attached to the Minister's Consent will be met, based on the proposed/recommended design. The HDDR will also include any impacts on a known or potential built heritage resource or cultural heritage landscape that were not anticipated or described in the Cultural Heritage Report. In this instance, the Heritage Detailed Design Report will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent.<br><br>Metrolinx will engage with the City during the development of the HDDR. | C  |  |
| 4                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 4. Identification of Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures, page 18 | The Impact Tables in this report should be revised once the preferred alignment has been idenitified and subsequent consultation with the City of Toronto Heritage Planning should occur. With the assertion that only properties meeting 10/06 criteria will be subject to further study through a Heritage Detailed Design Report, clarification is needed on how identified built heritage resources that have not been identified as meeting 10/06 criteria may be further evaluated and how their identified cultural heritage values will be incorporated in the overall evaluation of alternatives and identification of the preferred alignment. Details on how potential project impacts on their cultural heritage value will be mitigated through the detailed design process are also needed.                | Refer to comment response #3. Further, the HDDR will document refined project-specific impacts to <u>all</u> heritage properties (not just 10/06) based on the preferred alignment/detailed design.  | C  |  |

| Item No. | Reviewer Name                                  | Description   | Part, Chapter, Sec, Subsec, page, DWG#   | Review Comment   | Response & Details (Authors - )   | Status O / P / C* (Reviewer) | Follow-up Comments (Reviewer) |
|----------|--|---|--|--|---|------------------------------|-------------------------------|
| 5        | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 4. Identification of Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures, page 18 | Confirm content and scope of the Heritage Detailed Design Reports.   | Refer to comment response #3.   | C                            |                               |
| 6        | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 6.2 Ontario Line North Next Steps, page 23   | Heritage Detailed Design Reports (HDDR) are to be prepared for properties that meet 10/06 criteria. These reports are to be shared with MHSTCI for its records. These reports should also be shared with the City of Toronto Heritage Planning unit.   | Refer to comment response #3. HDDR will be shared with the City of Toronto Heritage Planning unit.  | C                            |                               |
| 7        | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Community Engagement, page 21  | Heritage Planning acknowledges that the Metrolinx data request was not able to completed prior to the draft of this report due to the on-going COVID-19 global pandemic limiting access to property databases.   | Comment noted. MX would appreciate obtaining this information for future reporting, at the Heritage Planning unit's earliest convenience.   | C                            |                               |
| 8        | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Community Engagement, page 21  | This section should clarify and identify what other non-governmental heritage organizations, HCD advisory committees, and community stakeholders have been included in engagement. Given the proposed impacts on a number of identified municipally/locally significant cultural heritage resources, in additoin to any as yet unidentified, confirm how will broader public engagment occur and when.                                     | This section has been updated in a more recent version and will be further updated following the official regulated consultation period. The Notice of Draft Environmental Conditions Report will include release of all draft reports, including this Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment. The Draft ECR reports will be circulated to interested parties including community groups as requested. Following the regulated public review period, comments specific to cultural heritage will be reviewed and edits to the report will be made and reissued for the Notice of Final Environmental Conditions Report (anticipated for the fall). | P                            |                               |
| 9        | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | OLN Impacts Table, OLS Impacts Table, OLW Impacts Table  | Make clear which and how many built heritage resources are expected to be demolished or altered due to the alignment. The information in the table for Type and Description of anticipated impact does not provide enough information to fully evaluate the nature and scope of the proposed impact.   | As noted in comment response #1, this report documents all known or potential built heritage resources within the study area and includes a range of preliminary impacts and mitigation measures for each built heritage resource. Once an alignment has been selected and/or detailed design is prepared, project-specific impacts will be documented in the HDDR, specifying the number of cultural heritage resources expected to be demolished or altered.  | C                            |                               |
| 10       | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | OLN Impacts Table, OLS Impacts Table, OLW Impacts Table  | For all Impact Tables, the proposed mitigation measure should be revised to include completion a Cultural Heritage Evaluation Report, Heritage Impact Assessment and associated Strategic Conservation Plan, required when any physical impacts to a cultural heritage resource or its heritage attributes are anticipated. These should be completed prior to Detailed Design and circulated to Heritage Planning for review and comment. | Refer to comment responses #2 and #3. Further, recommendations for SCPs are noted within the report impact tables where an SCP would be warranted.  | C                            |                               |
| 11       | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | OLN Impacts Table, OLS Impacts Table, OLW Impacts Table  | For all Impacts Tables, the proposed mitigation measures should be revised to also clarify when in the process the City of Toronto Heritage Planning unit will be consulted if it is not possible to avoid impact to an identified cultural heritage resource and its heritage attributes. Consultation should occur prior to Detailed Design.   | Language in report will be revised to more clearly include consultation with the City of Toronto Heritage Planning unit and specify timing for consultation with City.  | P                            |                               |

| Item No. | Reviewer Name                                  | Description   | Part, Chapter, Sec, Subsec, page, DWG#                  | Review Comment  | Response & Details (Authors - )   | Status O / P / C* (Reviewer) | Follow-up Comments (Reviewer) |
|----------|--|---|---|---|---|------------------------------|-------------------------------|
| 12       | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | OLN Impacts Table, OLS Impacts Table, OLW Impacts Table | The alternatives in all Impact Tables should be revised to also include consultation with the Toronto Preservation Board and City Council where applicable. Heritage Planning notes that properties not yet owned by Metrolinx are not exempt from Municipal process and legislation under the Ontario Heritage Act and Municipal Code. | Language exists in the impact tables (Appendix G) for each potentially impacted property outlines that Metrolinx will engage the City, including approvals and permits required.  | C                            |                               |
| 13       | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Map OLN, Map OLS, Map OLW                               | Maps should be revised to include the current track alignment so that proposed impact footprints are graphically represented in relation to identified and potential heritage resources. The maps provided delineate the study areas however do not depict the currently proposed track alignment.                                      | The route is not shown as the only route that is available is very preliminary and subject to change. This report documents existing conditions within the broad defined OL study area and presents impact scenarios that will be refined by MX/Project Co during route selection/detailed design process. Route alignment and project-specific impacts will be documented in HDDR. | C                            |                               |

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|-----------------------------|---|---|--|--|--|---|--|--|
| City of Toronto Comments    |   |   |  |  |  |   |  |  |
| Project Name:               |   |   |  | Ontario Line Soil & Groundwater Environmental Conditions Report  | Revised By: TEO  |   |  |  |
| Project No:                 |   |   |  |  | Date In: August 4, 2020  |   |  |  |
|                             |   |   |  | Draft Environmental Reports  | Date Out: September 15, 2020   |   |  |  |
| Item No.                    | Reviewer Name   | Report Name   | Part, Chapter, Sec, Subsec, page, DWG#                                       | Review Comment   | Response & Details (Authors - )  | Status O / P / C* (Reviewer)  | Follow-up Comments (Reviewer)  | Response & Details (Authors - )  |
| 1                           | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Figure 3-6, Figure 3-14, and Figure 3-22                                     | Please verify what the white patches are in the colored layer of "Highly Vulnerable Aquifer". As presented, it appears as though parts of the Study Area may not overlay HVA.  | In Figures 3-6, 3-14, and 3-22, the white patches indicate the HVA does not cover the full Study Area. A sentence will be added to the report to clarify this point.   | P   | Pending verification of updated Environmental Conditions Report.   |  |
| 2                           | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Section 4.2 Soil and Groundwater (potential impacts and mitigation measures) | Please identify potential soil quality (surface and sub-surface) and <u>ground stability impacts and mitigation measures</u> . There is currently an information gap as only groundwater impacts are discussed.  | Potential need for further geotechnical studies has been identified and included in the report. Ground stability impacts and mitigation measures have been included in the preliminary list of potential impacts and mitigation measures.  | O   | Discussion regarding soil quality or quantity is not currently included in Section 4.2, thus remaining an information gap. Please update section to include information on this, similar to that provided for groundwater quality and quantity.  | Additional information on soil quality and quantity will be included into Section 4.2 within the Final ECR and preliminary impacts on soil quality and quantity are included in Table 4-1 of the Final ECR.  |
| 3                           | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Section 4.2 Soil and Groundwater (potential impacts and mitigation measures) | Please address if there are any <u>potential impacts</u> from the permanent presence of new tunnels and foundations on the shallow groundwater flow directions and long-term water table levels, especially near river crossings.  | Previous experience indicates that this type of structure typically does not impact groundwater flow or water table elevation long-term. They are typically completed at a later design phase such that the position/depth of major elements of the design has been near finalized prior to completion of the assessment.<br><br>As project planning and design advance, potential impacts from the presence of new tunnels and foundations on the shallow groundwater flow directions and long term water table levels will be identified and documented as part of the environmental impact assessment report as required. | P   | Pending verification of the Environmental Impact Assessment Report.  |  |
| 4                           | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Section 4.2 Soil and Groundwater (potential impacts and mitigation measures) | Please <u>identify potential soil and groundwater quality impacts and mitigation measures</u> associated with drilling fluid and cuttings management, including special considerations for a frac-out scenario if potentially relevant to the tunneling method.              | Mitigation for the handling, management and disposal of all excavated material that is generated or encountered during the work will be identified in the report. Specific mitigation including special considerations for a frac-out scenario will be included in the Environmental Impact Assessment Report.   | P   | Pending verification of updated Environmental Conditions Report and the Environmental Impact Assessment Report.<br><br>Please note: in addition to excavated materials (i.e. wastes), handling, management and disposal of all hazardous materials should also be identified.                              | Potential soil and groundwater quality impacts and mitigation measures associated with drilling fluid and cuttings management, including special considerations for a frac-out scenario if potentially relevant to the tunneling method have been added to Table 4-1 in the Final ECR. |
| 5                           | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Section 4.2 Soil and Groundwater (potential impacts and mitigation measures) | Considering the large volumes of drilling fluid and cuttings that will likely be generated, please include as mitigation measure a dedicated environmental management plan for drilling activities (in addition to the Spill Prevention and Response Plan already proposed). | The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. Specific mitigation including for large volumes of drilling fluids and cuttings will be considered in the Environmental Impact Assessment Report.   | P   | Noted. Pending verification of the Environmental Impact Assessment Report.   |  |
| 6                           | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Entire Report  | Unless already addressed in a separate, dedicated report, please address existing soil and groundwater contamination potential in all three Study Areas and indicate whether a remediation program will be required before construction.                                     | Impacts and mitigation associated with contamination will be included in the report.   | P   | Pending verification of updated Environmental Conditions Report.   |  |
| 7                           | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Entire Report  | Please specify the soil and groundwater quality standards that will be used to assess baseline quality and future monitoring.  | Consideration to specific soil and groundwater standards will be given as part of the environmental impact assessment report preparation.  | O   | Not including standards in this report is inconsistent with the approach taken for the air quality chapter.<br><br>The soil and groundwater quality standards should be identified to provide the basis for the quality and contamination conditions discussed in this and future reports. Please provide. | As it is located in Ontario, the Project will use Ontario's Soil, Ground water and Sediment Standards for Use under Part XV.1 of the Environmental Protection Act.   |



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|-----------------------------|---|--|--|---|--|--|---|
| City of Toronto Comments    |   |  |  |   |  |  |   |
| Project Name:               |   |  |  | Ontario Line Air Quality Environmental Conditions Report  | Revised By: TEO  |  |   |
| Project No:                 |   |  |  |   | Date In: August 4, 2020  |  |   |
| Draft Environmental Reports |   |  |  |   | Date Out: September 15, 2020   |  |   |
| Item No.                    | Reviewer Name   | Report Name  | Part, Chapter, Sec, Subsec, page, DWG#                                       | Review Comment  | Response & Details (Authors - )  | Status O / P / C* (Reviewer)   | Follow-up Comments (Reviewer)   |
| 1                           | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Executive Summary, Table E-1<br><br>Table 5-1 Summary of Existing Conditions | There appears to be a typo in the column titled "Representative Ambient Monitored CAC Concentrations". Clarify if Ontario Line South and North should be corrected to say "Same monitored levels as Ontario Line West".   | Table E-1 and Table 5-1 will be reviewed and typos will be corrected.  | P  | Pending verification of updated report Environmental Conditions Report. |
| 2                           | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Section 2.1 Study Area and Representative Receptors                          | Potential receptor WCR20 identified in the Ontario Line West Study Area and receptor SCR12 in the Ontario Line South Study Area appear to be the same. Please verify and either:<br>1) remove one of the mentions if they are inadvertently duplicated, or;<br>2) clarify if this receptor is intentionally counted twice, e.g. is the author considering a potential scenarion where this receptor is expecting to receive emissions impacts from both Study Areas at the same time? | Location of WCR20 and SCR12 will be reviewed and either action 1) or 2) will be taken to correct or clarify.   | P  | Pending verification of updated report Environmental Conditions Report. |
| 3                           | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 2-4 Summary of Applicable Guidelines and Standards                     | For parameters with different standards for 2020 and 2025, please confirm which set will be applicable to the project. It may be the case that construction emissions need to comply with 2020 standards and operational emissions need to be comply with 2025 standards.   | This will be considered as part of the impact assessment report preparation.   | P  | Pending inclusion in the Environmental Impact Assessment report.        |
| 4                           | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 2-4 Summary of Applicable Guidelines and Standards                     | Please confirm that the 2015 PM <sub>2.5</sub> standard is not applicable to the project and only the 2020 standard will be considered.   | Confirmed, the 2020 standard will be applicable.   | C  |   |
| 5                           | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 2-5 Greenhouse Gas 100-year GWP  | IPCC Fourth Assessment Report (AR4) values for Global Warming Potential (GWP) are currently listed, which are outdated. Please reference IPCC AR5 values instead, e.g. 28 for Methane and 265 for Nitrous Oxide.<br><br><a href="https://www.ghgprotocol.org/sites/default/files/ghgp/Global-Warming-Potential-Values%20%28Feb%2016%202016%29_1.pdf">https://www.ghgprotocol.org/sites/default/files/ghgp/Global-Warming-Potential-Values%20%28Feb%2016%202016%29_1.pdf</a>           | Noted - IPCC AR5 values for Methane and Nitrous Oxide will be updated  | P  | Pending verification of updated report Environmental Conditions Report. |
| 6                           | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 3-3 Comparison of Background Ambient Air Quality Data to Standards     | Please clarify why the CAAQS 1-hour (2020) standard for NO <sub>2</sub> is not selected for this analysis. It is good practice to compare with the most stringent standard applicable.  | Noted - CAAQS 1-hour (2020) standard for NO2 will be included within Table 3-3.  | P  | Pending verification of updated report Environmental Conditions Report. |
| 7                           | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 3-3 Comparison of Background Ambient Air Quality Data to Standards     | Please explain why the AAQC 1-hour SO <sub>2</sub> standard is 100, when Table 2-4 previously stated 690.   | Table 2-4 will be updated for clarity. There are proposed SO2 standards as per MECP document:<br><a href="https://prod-environmental-registry.s3.amazonaws.com/2018-03/SO2%20Decision%20Document%20%28March%202018%29_0.pdf">https://prod-environmental-registry.s3.amazonaws.com/2018-03/SO2%20Decision%20Document%20%28March%202018%29_0.pdf</a> | P  | Pending verification of updated report Environmental Conditions Report. |

Review Comments Spreadsheet

City of Toronto Comments

\* Actions:

1 = Will comply

2 = Discuss, clarification required


3 = Not applicable because .....

\*\* Status:

O = Open, not resolved

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C = Closed, implementation complete



Project Name:

Ontario Line Environmental Conditions Report

Revised By: TEO

Project No:

Draft Environmental Reports

Date In: August 4, 2020

Date Out: September 15, 2020

| Item No. | Reviewer Name | Report Name                           | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment   | Response & Details (Authors - )  | Status O / P / C* (Reviewer) | Follow-up Comments (Reviewer) |
|----------|---------------|---------------------------------------|--|--|--|------------------------------|-------------------------------|
| 1        | City Planning | Draft Environmental Conditions Report | General                                | This report is incomplete and will summarize the subject-matter-specific background reports including impacts, mitigation measures, monitoring protocols and future commitments when completed. Ensure that updates to the background reports made in response to our comments are also reflected in this report. All comments provided on the background reports also apply to this general report to the extent that they are applicable. City Planning will undertake a further review of this report when we receive a more completed draft. | Edits resulting from City Planning comments on the technical reports will be applied to the ECR. | P                            |                               |

Review Comments Spreadsheet

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Project Name:

Ontario Line Environmental Conditions Report

Revised By: TEO


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| Item No. | Reviewer Name | Report Name | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment  | Response & Details (Authors - )           | Status O / P / C* (Reviewer) | Follow-up Comments (Reviewer) |
|----------|---------------|-------------|--|---|---|------------------------------|-------------------------------|
| 1        | UF            |             | 5.2                                    | City of Toronto tree removal/injury permits shall be requested and obtained for trees regulated under Bylaw 813, 658 and 608  | This will be noted in the revised report. | C                            |                               |
| 2        | LAU           |             | General                                | Any impacts to City parkland as a result of this project requires complete coordination with Parks Capital's Construction schedule as outlined in PFR approved Capital budget. Schedule and duration of impacted park lands to be provided. | This will be noted in the revised report. | C                            |                               |

| Review Comments Spreadsheet |                     |               |  | * Actions:   |  | ** Status:  |  |  METROLINX<br>An agency of the Government of Ontario<br>Une agence du gouvernement de l'Ontario |                              |
|-----------------------------|---------------------|---------------|--|--|--|---|--|---|------------------------------|
| City of Toronto Comments    |                     |               |  | 1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....   |  | O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete  |  |   |                              |
| Project Name:               |                     |               |  | Ontario Line Traffic and Transportation Environmental Conditions Report  |  | Revised By: TEO   |  |   |                              |
| Project No:                 |                     |               |  |  |  | Date In: August 4, 2020   |  |   |                              |
| Draft Environmental Reports |                     |               |  |  |  | Date Out: September 15, 2020  |  |   |                              |
| Item No.                    | Discipline          | Reviewer Name | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment   |  | Response & Details (Authors - )   |  | Actions 1 / 2 / 3 (Authors - )  | Status O / P / C* (Reviewer) |
| 1                           | S&CE-STR & SRVC PLN | llui-1        | OL_EC_Traffic                          | Section 6.1 - Service headway information should reflect pre-pandemic levels. The most recent compilation can be found in the TTC's Service Summary located at <a href="https://www.ttc.ca/PDF/Transit_Planning/Service%20Summary_2020-03-29.pdf">https://www.ttc.ca/PDF/Transit_Planning/Service%20Summary_2020-03-29.pdf</a><br><br>503 Kingston Rd – the service only operates during the daytime, Monday to Friday, every 9 to 10 minutes.<br><br>504 King is indicated to operate every 5 to 9 minutes. During peak periods, 504 streetcars have a headway of every 2 to 3 minutes in the common portion between Dufferin Street and Sumach Street.<br><br>511 Bathurst headway shown is reflective of bus operation. Service levels should reflect streetcar operation – streetcars operate every 7 to 8 minutes during peak periods.<br><br>Page 57 – Route 121 Fort York-Esplanade is missing and should be included, as it serves Ontario Place and Fort York Bouelvard<br><br>Page 57 – the 29 Dufferin alignment does not show the seasonal extension into Exhibition Place<br><br>Page 57 – the 504B branch on Dufferin, south of King, is not shown<br><br>Page 57 – Remove route 502 Downtowner.<br><br>Section 6.1.2 – Review service headways based on Service Summary, show combined headways where applicable<br><br>506 Carlton – service levels should reflect streetcar service (see Service Summary)<br><br>Page 61 – Routing for 504 King is incorrect. Should be via Broadview in both directions.<br><br>Page 61 – Route 505 Dundas should be included on the map and description, as there is an intention to connect this service with the Ontario Line<br><br>Page 61 – 72B Pape branch not shown on map |  | All TTC service headway information has been updated based on the latest TTC Service Summary document. The missing transit routes (121 and 505) were added. Route #29, #72B, and #504 were updated on the figure. |  | 1   | C                            |

| Item No. | Discipline          | Reviewer Name | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment  | Response & Details (Authors - )  | Actions 1 / 2 / 3 (Authors - ) | Status O / P / C* (Reviewer) |
|----------|---------------------|---------------|--|---|--|--------------------------------|------------------------------|
| 2        | S&CE-STR & SRVC PLN | tpitman-1     | Appendix D and E                       | In the Synchro calculations, the Bus Blockages based on streetcars should have double the number of vehicles per hour because streetcars are blocking both the curb and median lanes while serving stops in mixed traffic. The exception would be at locations where there is a platform between the curb median lanes for streetcar customers. | This was accounted for by applying the number of streetcar stops per hour to the whole approach/lane group as opposed to applying the blockage to the curb lane only. This was also noted in Section 2.2.2 of the Existing Conditions Report as follows: "Buses stopping at the nearside of an intersection were reflected in Synchro as bus blockages for the curb lane. Streetcars stopping at the nearside of an intersection were reflected in Synchro as bus blockages for the whole approach." | 3                              | C                            |
| 3        | S&CE-STR & SRVC PLN | tpitman-2     | Appendix D and E                       | It should be noted that the PST at some streetcar stops can be lengthy and the Bus Blockages factor may underestimate resulting delays.   | The Bus Blockage assumes an average blockage of 14.4 seconds at each occurrence and the Saturation Flow Rate of the respective movements are reduced accordingly. This will be added to the assumptions in Section 2.2.2 of the Existing Conditions Report and that any streetcar stop with a Passenger Servicing Time (PST) exceeding 14.4 seconds could have its impacts on traffic underestimated in this report.   | 1                              | O                            |
|          |                     |               |  | <b>For the low-floor streetcars, 14.4 seconds is about the minimum PST that would occur due to longer door cycle times. In the peak hours around the downtown area, PST on crowded streetcars would certainly be much longer.</b>   | Section 2.2.2 on page 10 of the Existing Conditions Report notes that the Synchro models assume an average blockage of 14.4 seconds during each stop and make a note that streetcars with PST exceeding 14.4 seconds could cause additional delays.  |                                |                              |
| 4        | S&CE-STR & SRVC PLN | tpitman-3     | Appendix D and E                       | How are 5 second Leading Pedestrian Intervals (LPI) at some of the intersections being represented in the Synchro analysis?   | The LPI were accounted for by adding 5-second advanced pedestrian phases   | 1                              | P                            |
| 5        | S&CE-STR & SRVC PLN | tpitman-4     | Appendix D and E                       | Some locations have lane widths listed as 3.6m or 3.5m. Many locations in reality have narrower lanes, and using lane widths of 3.5 to 3.6 will inflate the modelled capacity.  | Given the unavailability of accurate lane width information for all streets within the study area, values of 3.5m or 3.6m were used. A sensitivity analysis was conducted and it was found that reducing a lane width by 0.2m would result in reducing the vehicular capacity by approximately 12 vehicles/hour/lane. This is expected to have a minor impact on the estimated lane/intersection capacity, in general.   | 3                              | C                            |
| 6        | S&CE-STR & SRVC PLN | tpitman-5     | Appendix D, Page 4                     | The WB direction at Queen and St Patrick should include Bus Blockages as there is a streetcar stop at this location.  | Noted, Bus Blockages at the WB approach to the Queen Street and St Patrick Street intersection were missing from the AM peak hour model. They will be input based on the scheduled number of stops per hour. The traffic operations results will be updated in the report.   | 1                              | P                            |

| Item No. | Discipline          | Reviewer Name | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment   | Response & Details (Authors - )   | Actions 1 / 2 / 3 (Authors - ) | Status O / P / C* (Reviewer) |
|----------|---------------------|---------------|--|--|---|--------------------------------|------------------------------|
| 7        | S&CE-STR & SRVC PLN | tpitman-6     | Appendix F and G                       | The TLOS at the segment level does not seem to be broken down by direction of travel or for AM vs. PM. Is there no differentiation for the peak direction of travel?   | Correct. TLOS at the segment level is dependent on the transit facility type (e.g., mixed traffic, segregated right-of-way, etc.) and on the presence and friction from mid-block driveways. It was assumed that both directions along the studied corridors have the same transit facility and friction level from driveways. Hence, the TLOS at the segment level was not broken down by direction of travel or by peak hour.   | 3                              | O                            |
|          |                     |               |  | It appears in the Appendix G tables the ratio of Transit Speed to Posted Speed may be used for the TLOS segment calculation. What is the source for the Transit Speed? Are the TLOS ratings accounting for congestion on the segments?   | Quantitative measures such as transit speeds within the Study Area segments were not available at the time of report preparation. As per the City of Ottawa's Multi-Modal Level of Service Guidelines, selecting the facility type as "Mixed Traffic" does account for congestion and the congestion level is reflected by the ratio of transit speed to posted speed (when available) and/or the level/exposure to congestion delay, friction, and incidents. In our analysis and as shown in Exhibit 15 of Appendix D, we considered the "limited parking/driveway friction" category along the major streets which considers: (1) exposure to congestion, (2) low friction level, and (3) medium incident potential. |                                |                              |
| 8        | S&CE-STR & SRVC PLN | tpitman-7     | Appendix F and G                       | Is the TLOS at intersections is derived from the Synchro calculations of delay for automobile traffic applied to a table from the MMLOS Report. If so, it should be noted for intersections with transit signal priority that the impact of the TSP is not being factored into the assessment of the TLOS. | Correct, as noted in Section 2.2.4.1 of the Existing Conditions Report "Average signal delay for transit vehicles is considered to be equal to the average vehicular delay obtained as one of the outputs of the Synchro modelling analysis." A statement will be added to note that the impact of TSP is not being factored into the assessment  | 1                              | P                            |
| 9        | S&CE-STR & SRVC PLN | tpitman-8     | Table 5-1                              | I am surprised at some of the LOS results at certain locations (e.g. LOS A on Queen St locations from St Patrick to Portland in the peak direction of travel).   | Operational analyses were based on information (i.e. traffic counts) obtained from the City. The turning movement counts along the noted Queen Street section show relatively low traffic volumes from the crossing streets. In addition, Queen Street traffic (heaviest flow) does not exceed capacity of the eastbound and westbound approaches. This explains the good level of service results along the noted section of Queen Street.   | 3                              | O                            |

| Item No. | Discipline | Reviewer Name | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment   | Response & Details (Authors - )   | Actions 1 / 2 / 3 (Authors - ) | Status O / P / C* (Reviewer) |
|----------|------------|---------------|--|--|---|--------------------------------|------------------------------|
|          |            |               |  | The TMCs would not show approaches over capacity due to the nature of the counts. However, counts could be at capacity and still have excess demand or falsely appear under capacity due to downstream queues backing up and/or streetcars serving stops nearside of the intersection. I don't think the consultant could easily resolve this issue, but seeing LOS A downtown on Queen St in the peak hour raises some concern about results. | The Synchro analysis was based on the turning movement counts and signal timing plans received from the City and was conducted at each of the study area intersections in isolation. The analysis shows that other movements/intersections in the downtown area are approaching capacity and/or operating at unacceptable levels of service (LOS E or F) (e.g., Adelaide Street/Spadina Avenue, King Street and Spadina Avenue, Bathurst Street and Fort York Boulevard). Queues at the critical movements of the noted intersections could back up and block upstream intersections. |                                |                              |

**From:** [Ontario Line](#)  
**To:** [Stella.Gustavson@toronto.ca](mailto:Stella.Gustavson@toronto.ca)  
**Cc:** [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Laura Witherow](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:38:00 AM  
**Attachments:** [REDACTED]

---

Good Morning Stella,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx



**From:** [Ontario Line](#)  
**To:** [Julia.Murnaghan@toronto.ca](mailto:Julia.Murnaghan@toronto.ca)  
**Cc:** [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Laura Witherow](#); [Crystal Ho](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:36:00 AM  
**Attachments:** [REDACTED]

---

Good Morning Julia,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548  
Metrolinx

**From:** [Wole Adetuberu](#)  
**To:** [Merlin Yuen](#)  
**Cc:** [Maria Zintchenko](#); [Rodney Yee](#); [Crystal Ho](#); [Stella Gustavson](#); [Julia Murnaghan](#); [Laura Witherow](#)  
**Subject:** RE: OL - CoT Comments on ECR and Technical Reports  
**Date:** Tuesday, September 15, 2020 3:34:40 PM  
**Attachments:** [image001.png](#)  
[image003.png](#)  
[image004.png](#)  
[2020-07-15 CoT - EC CoT Response 20200915.xlsx](#)

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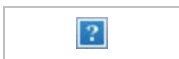
Hello Merlin,

Please find attached our consolidated response to the Existing Conditions reports. Please note that that there may be further comments from Transportation Services on the Traffic and Main report.

Regards,

**Wole Adetuberu**

Project Coordinator, Transit Expansion Office  
20E - 100 Queen Street West | Toronto | ON M5H 2N2  
C: 437-218-5496



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**From:** Merlin Yuen [mailto:Merlin.Yuen@metrolinx.com]  
**Sent:** August 4, 2020 5:49 PM  
**To:** Wole Adetuberu <Wole.Adetuberu@toronto.ca>  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Stella Gustavson <Stella.Gustavson@toronto.ca>; Julia Murnaghan <Julia.Murnaghan@toronto.ca>; Laura Witherow <Laura.Witherow@metrolinx.com>  
**Subject:** RE: OL - CoT Comments on ECR and Technical Reports

Good afternoon Wole – please see attached our comment responses to the following sets of comments from the City.

COT Comments from June 26 and July 7:

- Existing Conditions Natural Environment Report (CP and PFR)
- Existing Conditions Noise and Vibration Report (CP, PFR, TEO)
- Existing Conditions Socio-Economic Report (CP, PFR)

-

COT Comments from July 7:

- Existing Conditions Cultural Heritage Report (CP)

COT Comments from July 14:

- Existing Conditions Report

COT Comments from July 15:

- Existing Conditions Air Quality Report (TEO)

- Existing Conditions Soil and Groundwater Chapter (TEO)

COT Comments from July 17:

- Existing Conditions Traffic Report (TTC)

Cognizant that there are a large number of comments from various departments at the City that were provided at various times, please do let us know if we missed any comments – I believe this should be it for the Existing Conditions Reports. Please let us know if the City's comments have been adequately addressed and if there are any further comments.

We will be providing an update regarding the Early Works Report comment sets at a later time.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823



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|   |                      |                            |   |   |  |
|---|----------------------|----------------------------|---|---|--|
| <b>Review Comments Spreadsheet</b>      |                      |                            |   | <b>* Actions:</b>   | <b>** Status:</b>  |
| <b>Work Plan</b>                        |                      |                            |   | 1 = Will comply   | O = Open, not resolved   |
|   |                      |                            |   | 2 = Discuss, clarification required   | P = Pending incorporation in design  |
|   |                      |                            |   | 3 = Not applicable because .....  | C = Closed, implementation complete  |
| <b>Project Name:</b>                    |                      |                            |   | <b>Ontario Line</b>   | <b>Revised By:</b>   |
| <b>Project No:</b>                      |                      |                            |   |   | <b>Date In:</b>  |
| <b>Draft Natural Environment Report</b> |                      |                            |   |   | <b>Date Out:</b>   |
| <b>Item No.</b>                         | <b>Reviewer Name</b> | <b>Description</b>         | <b>Part, Chapter, Sec, Subsec, page, DWG#</b> | <b>Review Comment</b>   | <b>Response &amp; Details (Authors - )</b>   |
| 1                                       | City Planning        | Natural Environment Report | General                                       | Confirm that TRCA, RVFP, and Urban Forestry have been circulated on this report. City Planning typically undertakes a joint review of Natural Environment reports with these agencies.  | City of Toronto TEO coordinates City review of OL reports. Metrolinx provides to the TEO and from there reports are circulated to the various City departments.  |
| 2                                       | City Planning        | Natural Environment Report | General                                       | The study area should include the MSF and greater extents of Thorncliffe Park and Celestica, which are within or immediately adjacent to natural areas that may be impacted by the project. Confirm why there appear to be arbitrary gaps in the study area (e.g. northeast of MSF).  | The study area was developed based on the representative alignment presented in the Ontario Line Initial Business Case, where a buffer was applied to the representative alignment to characterize existing environmental conditions and provide flexibility for further project planning. If, as the project evolves, additional areas need to be added to the study area currently presented, this will be completed under separate cover through the impact assessment report and/or early works report |
| 3                                       | City Planning        | Natural Environment Report | Section 3.2, Page 14-15                       | Provincial legislation should include discussion of the Conservation Authorities Act. Provincial policy should include discussion of the Growth Plan for the Greater Golden Horseshoe.  | Discussion on the Greenbelt, Growth Plan for GGH, and Conservation Authorities Act was included.   |
| 4                                       | City Planning        | Natural Environment Report | Section 3.3, Page 15                          | Include a reference in this section to the TRCA Living City policies, which guides the implementation of TRCA's legislated/delegated roles in reviewing environmental assessments.  | Reference to the TRCA Living City Policies has been included in Section 3.2.5 Conservation Authorities Act. The revisions include the following: <i>Metrolinx will engage with the TRCA as detailed design advances, including regarding compensation and post-planting monitoring, in support of The Living City Policies for Planning and Development in the Watersheds of the Toronto and Region Conservation Authority (TRCA, 2014) ."</i>   |
| 5                                       | City Planning        | Natural Environment Report | Section 4.2, Page 17-18                       | Include a reference in this section to Official Plan ESA policy 3.4.14 on development or site alteration in these areas which says "...New or expanding infrastructure should be avoided unless there is no reasonable alternative, adverse impacts are minimized and natural features and ecological functions are restored or enhanced where feasible." | Reference to Section 3.4.14 of the Official Plan has been added under Section 4.2  |
| 6                                       | City Planning        | Natural Environment Report | Section 4.2, Page 18                          | Clarify reference to section 8.22 of the report, which does not exist.  | Reference to Section 8.2.2. has been removed.  |



| Item No. | Reviewer Name | Description                | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment   | Response & Details (Authors - )  |
|----------|---------------|----------------------------|--|--|--|
| 7        | City Planning | Natural Environment Report | Section 5, Page 48-53                  | Confirm that commitments to mitigation measures identified in the report will be expressed as mandatory requirements for project proponents in the project requirements.   | As noted in the MECP's Guide and Glossary for Environmental Assessments in Ontario, commitments are made legally binding as a condition of approval. Metrolinx will work with commercial partners as the project progresses to ensure commitments made in during the EPR process are reflected in agreements with contractors. |
| 8        | City Planning | Natural Environment Report | Appendix A                             | Confirm the purpose of the additional polygon within the ET Seaton Crossing AI in the OLN Study Area (note: polygon appears on several maps). Provide a label describing the relevance of this polygon (if it is not a mapping error). | This polygon is cutout of the Study Area boundary for OLN where impacts are not anticipated.   |
| 9        | City Planning | Natural Environment Report | Appendix B                             | Some photographs are captioned with dates that occur after the report was written. Confirm correct dates and make edits as required (e.g. Page 3; check for others).   | Comment noted, these references have been revised as necessary.  |

Review Comments Spreadsheet

Work Plan

\* Actions:

1 = Will comply

2 = Discuss, clarification required

3 = Not applicable because .....

\*\* Status:

O = Open, not resolved

P = Pending incorporation in design

C = Closed, implementation complete

METROLINX

An agency of the Government of Ontario

Une agence du gouvernement de l'Ontario

Project Name:

Ontario Line

Project No:

Draft Natural Environment Report


Revised By:

Date In:

Date Out:


| Item No. | Reviewer Name  | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment  | Response & Details (Authors - )  |
|----------|----------------|-------------|--|---|--|
| 1        | Urban Forestry |             | general                                | As parts of the Ontario Line are within a Natural Heritage System, please submit the Natural Heritage Impact Study for review and comment   | According to Section 3.4.14 of the City of Toronto Official Plan for new or expanding infrastructure that cannot avoid the Natural Heritage System, "An impact study, as referred to in Policy 12, will be required for any proposed undertaking in those areas not already the subject of an Environmental Assessment under the Environmental Assessment Act". The Ontario Line Project is being completed under O.Reg. 341/20 of the Environmental Assessment Act. An Environmental Impact Assessment Report (which is separate from the Natural Environment Environment Conditions Report provided for review) will be prepared and submitted for review to agencies at a later time. A separate Natural Heritage Impact Study is therefore not required and will not be submitted. |
| 2        | Urban Forestry |             | general                                | All mitigation measures will be explored to minimize the project impact to the TRCA, RNFP, ESA and NHS regulated areas as well as any other significant natural features such as provincially significant wetland   | The purpose of the Natural Environment Environmental Conditions Report is to document existing conditions and provide preliminary and example potential effects and mitigation measures to be further evaluated and refined as part of the Environmental Impact Assessment Report, which will conduct a more detailed impact assessment based on preliminary design. All mitigation measures will be explored to minimize project impact on identified features in the Environmental Impact Assessment Report.   |
| 3        | Urban Forestry |             | EPR, section 4.2                       | Submit Voluntary Project Review Letter for review   | Comment noted, Metrolinx will consult TRCA as project planning and design progress   |
| 4        | Urban Forestry |             | EPR, section 4.2                       | As Mx has stated that it is committed to working with municipalities to obtain the necessary permits, the city's RNFP bylaw 658 shall apply. Urban Forestry will review the VPR Letter from TRCA and compensation will be to the approval and satisfaction of UF. | As noted in the Metrolinx Vegetation Guideline, all trees on public/private lands will follow applicable bylaws and regulations. For trees within a designated natural area, compensation will be ecological. In cases where trees are both subject to by-laws/regulations and are located within a designated natural area, a combined approach (bylaw and ecological compensation) will be taken such that the total compensation is equivalent to the most conservative approach.   |

| Item No. | Reviewer Name  | Description   | Part, Chapter, Sec, Subsec, page, DWG#          | Review Comment   | Response & Details (Authors - )  |
|----------|----------------|---|---|--|--|
| 5        | Urban Forestry |   | EPR, section 4.3                                | Submit updated vegetation communities/plant inventory for review   | Comment noted, this will be provided as next submission as there are ongoing surveys being completed at the time of completion of this report, and results will be updated in the final report.  |
| 6        | Urban Forestry |   | EPR, table 5-1, vegetation communities, removal | Add text. Compensation will be to the approval and satisfaction of Urban Forestry  | This project will be following the Metrolinx Vegetation Guideline which has set compensation requirements for lands within Metrolinx Right-of-Way, and Public/Private lands. Development of this vegetation compensation program included consultation with conservation authorities and municipalities and it is intended that this approach will meet the expectations of all relevant stakeholders. As such, reference to the Metrolinx Vegetation Guideline should already be to the satisfaction of the City and as such, no edit is required at this time. |
| 7        | Urban Forestry |   | general   | Submit proposed seed mixes for land restoration during the detailed design stage   | This project will be following the Metrolinx Vegetation Guideline which outlines recommended seed mixes.   |
| 8        | Urban Forestry |   | general   | Please use TRCA's Erosion and Sediment Control guideline for Urban Construction (December 2006) in conjunction with other guidelines   | The Greater Golden Horseshoe's Erosion and Sediment Control Guideline for Urban Construction (December, 2006) is already referenced in Table 5-1.  |
| 9        | Urban Forestry |   | General   | Submit a tree inventory and an arborist report during the detailed design for review and comment by Urban Forestry   | Additional vegetation due diligence studies are being completed and results will be presented under separate cover, which will be circulated to agencies at a later date.  |
| 10       | LAU            | DRAFT Natural Environment Report Env Conditions Report May 2020 | General   | The City and Mx have an existing licence agreement called an Omnibus PTE for the use of certain City-owned properties required by Mx for due diligence works for the OL. No new PAA shall be issued to Mx or their representatives. All authorization will be given through RES after consultation with Parks staff. | Comment noted.   |

| Review Comments Spreadsheet    |               |   |  | <p><b>* Actions:</b></p> <p>1 = Will comply</p> <p>2 = Discuss, clarification required</p> <p>3 = Not applicable because .....</p>   | <p><b>** Status:</b></p> <p>O = Open, not resolved</p> <p>P = Pending incorporation in design</p> <p>C = Closed, implementation complete</p>  |  <p> <b>METROLINX</b><br/>           An agency of the Government of Ontario<br/>           Une agence du gouvernement de l'Ontario         </p> |
|--------------------------------|---------------|---|--|--|---|---|
| Work Plan                      |               |   |  |  |   |   |
| Project Name:                  |               |   |  | Ontario Line   |   |   |
| Project No:                    |               |   |  | Revised By:  |   |   |
| Draft Noise & Vibration Report |               |   |  | Date In:   |   |   |
|                                |               |   |  | Date Out:  |   |   |
| Item No.                       | Reviewer Name | Description                                       | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment   | Response & Details (Authors - )   |   |
| 1                              | City Planning | Noise & Vibration Environmental Conditions Report | Section 2.2, Pages 4-5                 | For ease of reference, the method should indicate when baseline noise measurements were taken (Appendix B suggests November 2019, but confirm in report).  | Timelines for noise measurements can be provided in the report.   |   |
| 2                              | City Planning | Noise & Vibration Environmental Conditions Report | Section 2.2, Pages 4-5                 | Given the project includes above-ground components that could impact pedestrian comfort on retail streets such as Overlea Boulevard, the method should include comparison of baseline and future noise levels in the public realm along the future elevated alignment and stations.  | The purpose of the Noise and Vibrations Environmental Conditions Report is to document baseline conditions within the Ontario Line Project study area. As further details of design are confirmed during project planning, impact assessment will be completed based on the representative alignment.   |   |
| 3                              | City Planning | Noise & Vibration Environmental Conditions Report | Section 4, Page 9                      | Provide discussion in the report about acceptable noise and vibration levels, or acceptable increases to these levels. Confirm whether acceptable noise and vibration from the project is assessed compared to baseline levels or a threshold of acceptable noise and vibration levels to sensitive receptors.   | Discussion on applicable noise and vibration criteria for future work is presented in Section 5 (Future Work).  |   |
| 4                              | City Planning | Noise & Vibration Environmental Conditions Report | Section 5, Page 11                     | Confirm how the noise and vibration impact studies will address variations that may exist in the proposals from the various proponents. We assume this would be based on parameters established for the reference concept design. Confirm that the project requirements will include maximum noise/vibration levels that the project must achieve, and that proponents will be required to undertake noise/vibration modelling for their specific proposed solution. | Noise and Vibration Impact Assessment will be based on the RCD which establishes a base percentage of design and takes into account a worst-case scenario to ensure conservative assumptions which account for variations should they exist in proposals from bidders.  |   |
| 5                              | City Planning | Noise & Vibration Environmental Conditions Report | Table 9, Page 12                       | City Planning anticipates being consulted on the design of any proposed mitigation measures such as noise attenuation walls and other permanent physical measures to control noise from the project, to ensure that their design meets the intent of Official Plan policies, design guidelines, and Metrolinx design standards.  | Comment noted.  |   |
| 6                              | City Planning | Noise & Vibration Environmental Conditions Report | Appendix B (General)                   | Confirm how the study area was determined, and why noise/vibration measurement locations would be located outside the study area. Explain why the study area extents vary widely in proximity to the proposed infrastructure (i.e. very narrow in some areas, very wide in other areas). The main report should include some discussion about this.  | Study area was determined based on the representative alignment outlined through the business case. Segments of the study area that have narrow extents represent areas in which there is certainty regarding the alignment whereas areas with a wider extent allow for flexibility in modifications to the alignment.  |   |
| 7                              | City Planning | Noise & Vibration Environmental Conditions Report | Appendix B (General)                   | The mapping of the study area with noise/vibration monitoring locations appears to skip an entire area of the project between Leslieville and Corktown Stations, around Moss Park Station, and between King-Bathurst and Exhibition Stations. Explain why these areas are not covered by the mapping/report. The mapping could also be improved by indicating the locations of the sensitive receptors considered in the report.                                     | <p>AECOM can include an overview map displaying all monitoring locations.</p> <p>The area between Leslieville and Corktown stations can be conservatively represented by the M0_02S monitoring location, as it is in a similar neighbourhood but further from the DVP and Eastern Avenue.</p> <p><u>For the area between King-Bathurst and Exhibition, monitoring</u></p> |   |



| Item No. | Reviewer Name | Description                                       | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment  | Response & Details (Authors - )   |
|----------|---------------|---|--|---|---|
| 8        | City Planning | Noise & Vibration Environmental Conditions Report | Appendix B (PDF Pages 26, 29, 34)      | <p>We are concerned that some existing and future sensitive uses in close proximity to the proposed infrastructure are outside the study area. The following areas are of specific concern, given that they may expect to experience some noise/vibration transmission from the project:</p> <ul style="list-style-type: none"> <li>■ Booth Avenue: residential homes are excluded from the study area although they are in direct line-of-sight from the rail corridor and could be expected to experience some noise/vibration transmission from the project.</li> <li>■ Thorncliffe Park Apartment Neighbourhood: the bulk of the residential population is outside the study area while less sensitive uses are included.</li> <li>■ Windom Road and Vanderhoof Avenue: residential homes are excluded from the study area despite close proximity to elevated guideway.</li> <li>■ North of Eglinton Avenue: interest in impact of elevated guideway terminal operations on future residential on Celestica site.</li> </ul> | <p>As part of the existing conditions assessment for Noise and Vibration, a desktop study was completed to identify sensitive receptors in proximity to the representative alignment that would potentially be impacted by the project.</p> <p>As project planning and design advance, assessment of the potentially impacted receptors will be completed based on the final alignment and results presented as part of the EIAR.</p> |
| 9        | City Planning | Noise & Vibration Environmental Conditions Report | Appendix D                             | It would be helpful to summarize the noise/vibration monitoring information in chart form in the main body of the report (e.g. histograms).   | Time histories are provided for vibration as individual events are more critical to the typical assessment approach. Histograms are typically not provided for noise as criteria/metrics are based around energy averages over longer periods of time.  |

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| <b>Review Comments Spreadsheet</b>        |                      |  |   | <b>* Actions:</b><br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....   | <b>** Status:</b><br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete   |  <b>METROLINX</b><br><small>An agency of the Government of Ontario<br/>Une agence du gouvernement de l'Ontario</small> |
| <b>Work Plan</b>                          |                      |  |   |   |   |  |
| <b>Project Name:</b>                      |                      |  |   | <b>Ontario Line</b>   | <b>Revised By:</b>  |  |
| <b>Project No:</b>                        |                      |  |   |   | <b>Date In:</b>   |  |
| <b>Draft Noise &amp; Vibration Report</b> |                      |  |   |   | <b>Date Out:</b>  |  |
| <b>Item No.</b>                           | <b>Reviewer Name</b> | <b>Description</b>   | <b>Part, Chapter, Sec, Subsec, page, DWG#</b> | <b>Review Comment</b>   | <b>Response &amp; Details (Authors - )</b>  |  |
| 1   | LAU                  | DRAFT Noise & Vibration Environmental Conditions Report May 2020 | General                                       | Future Work shall include noise and vibration impact study to existing Jimmie Simpson Recreation Centre as works are proposed in very close proximity to the Recreation Centre. | Typically recreation centres are not considered noise or vibration sensitive developments. The building will be considered in the construction vibration impact assessment. |  |

| Review Comments Spreadsheet               |  |                        |  | * Actions:  | ** Status:  |
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| Work Plan                                 |  |                        |  | 1 = Will comply   | O = Open, not resolved  |
| Draft N&V Environmental Conditions Report |  |                        |  | 2 = Discuss, clarification required   | P = Pending incorporation in design   |
|   |  |                        |  | 3 = Not applicable because .....  | C = Closed, implementation complete   |
| Project Name: Ontario Line                |  |                        |  | Revised By:   |   |
| Project No:                               |  |                        |  | Date In:  |   |
| OL_Draft Noise & Vibration Report.pdf     |  |                        |  | Date Out:   |   |
| Item No.                                  | Reviewer Name  | Description            | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment  | Response & Details (Authors - )   |
| 1   | Transportation Expansion Office in consultation with LeighFisher | Noise Measurements     | 2.2, Methods                           | <p>Please explain why noise meters were placed 3 m above ground.</p> <p>It is standard practice that in general noise measurements should use a microphone height of 5 ft (1.5 m) above ground (per the FHWA Noise Measurement Handbook), being representative of ear height for a standing person.</p>   | <p>Noise meters were placed approximately 3 meters above ground to help avoid tampering and to keep equipment secure. It is not feasible to maintain a noise level at 1.5 meter heights in an urban environment.</p> <p>In terms of representative noise levels for a location, this difference in height of 1.5 metres should be negligible as meters were not placed in areas where there would be a difference in noise shielding between 1.5 and 3 meter heights.</p> |
| 2   | Transportation Expansion Office in consultation with LeighFisher | Noise Measurements     | 2.3, Results                           | <p>Provide justification for the following assumption noted in the report:</p> <p><i>"Data that could potentially be used to represent areas without measured data are highlighted in grey within the result tables. The representative data has been selected based on alternative locations or time periods where ambient noise levels are expected to be similar or lower."</i></p> <p>Note: Per the FTA Transit Noise and Vibration Impact Assessment Manual (2018), "Justification for all assumptions used in the analysis, such as selection of representative measurement sites and all baseline conditions, must be presented for review."</p> | <p>Justification for using data where measured data was unavailable is provided in the Discussion section (Section 4).</p>  |
| 3   | Transportation Expansion Office in consultation with LeighFisher | Vibration Measurements | 3.2 Methods, Table 5                   | <p>Was consideration given to taking vibration measurements inside the recording studio to support determining potential impacts to sensitive sites?</p> <p>Note: The FTA Transit Noise and Vibration Impact Assessment Manual (2018) recommends conducting outdoor and/or indoor measurements to characterize existing vibration conditions, as appropriate.</p>   | <p>Consideration was given to performing measurements at this location, but access was not granted.</p>   |

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| Project Name:               |               |                                  |  | Ontario Line   | Revised By:   |
| Project No:                 |               |                                  |  |  | Date In:  |
| Draft Socio-Ec Report       |               |                                  |  |  | Date Out:   |
| Item No.                    | Reviewer Name | Description                      | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment   | Response & Details (Authors - )   |
| 1                           | City Planning | Socio-Economic Conditions Report | General                                | Consider expanding the study area to take broader socio-economic impacts or concerns of a transit project into account (e.g. transit-oriented development, business impacts, transportation patterns, social equity, etc.). The study area for the socio-economic conditions analysis appears to be arbitrarily delineated, does not follow logical natural or community boundaries, and does not include many areas that would be positively or negatively impacted by the project. Provide a more complete explanation for how the study area was defined. City Planning can provide extensive local knowledge to assist with the delineation of the study area. | The project's study area was developed through a review of the representative alignment. The intent of the socio-economic conditions report is to document surrounding socio-economic conditions within the project's study area and not to characterise socio-economic benefits or impacts of the project. Socio-economic benefits are documented through the business case process, which can be found in the Ontario Line Initial Business Case. |
| 2                           | City Planning | Socio-Economic Conditions Report | General                                | If this EPR is intended to include the Maintenance and Storage Facility, the study area should include the Leaside Employment Area and Laird in Focus study area to assess impacts of the MSF on these areas. If the MSF will be covered by its own EPR, these impacts can be addressed through that process.  | The Laird in Focus Study area is outside of the OLN study area and as such will not be included. Language on Leaside Employment Area has been added to the report.<br><br>The Project study area includes the potential location of the MSF, based on the representative alignment. Project-specific impacts will be studied and documented in the EIAR, in accordance with O. Reg. 341/20.   |
| 3                           | City Planning | Socio-Economic Conditions Report | Section 3.1.1, Page 12                 | Update the review of the Provincial Policy Statement and its implications for the Ontario Line. The 2014 version has been superseded by the 2020 version and is not current with the date of the draft report.   | This will be addressed in the revised report.   |
| 4                           | City Planning | Socio-Economic Conditions Report | Section 3.2.1, Page 17                 | The report should make clear the relationships between the land use designations, secondary plans, and site and area specific policies that are discussed. As per the interpretation policies, all the policies of the Official Plan apply to the areas subject to Secondary Plans contained in Chapter Six, except in the case of a conflict, the Secondary Plan policy will prevail. All OP policies apply to areas subject to site/area specific policies contained in Chapters Six and Seven except where in the case of a conflict, the site/area specific policy will prevail.   | This will be clarified in the revised report.   |

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|----------|---------------|----------------------------------|--|---|--|
| 5        | City Planning | Socio-Economic Conditions Report | Section 3.2 in General                 | <p>Ensure current Official Plan information and maps are being used (February 2019 consolidation as amended). We note that some policy language and designation labels are out of date.</p> <p>- e.g. Page 22: Employment Districts no longer exist in Map 2, and Employment Areas in the Land Use Plan have been replaced by Core Employment Areas and General Employment Areas.</p> <p>- e.g. Figure 3-6e: Official Plan land use designation maps are out of date and do not reflect recent Official Plan Amendments, such as the Celestica development that was approved on the northwest corner of Eglinton and Don Mills. Check for other instance of similar errors.</p> | This will be adjusted in the mapping.  |
| 6        | City Planning | Socio-Economic Conditions Report | Section 3.2.1.3, Page 40-42            | Add Secondary Plans and Planning Studies missing from the list including Don Mills Crossing SP (around Eglinton and Don Mills), the Laird in Focus PS, and the Gerrard-Carlaw PS.   | <p>A summary on the Don Mills Crossing SP and Gerrard Carlaw PS will be added to the OLN Secondary Plans section.</p> <p>The Laird in Focus Planning Study falls outside of the OLN Study Area, and as such, will not be included.</p> |
| 7        | City Planning | Socio-Economic Conditions Report | Section 3.2.1.3.1.1, Page 40           | Correct CWSP history in report. Note that the CWSP has been under appeal since it was originally adopted in 2003. The portion for the western waterfront has since come into force. The 2003 CWSP was never in effect and does not remain in effect for the Port Lands, and the LPAT hearing will not change what is already in effect for other areas of the CWSP.   | This will be addressed in the revised report.  |
| 8        | City Planning | Socio-Economic Conditions Report | Sec 3.2.1.3.2.2, Page 42               | The report should note that Council considered a Proposed Secondary Plan amendment for King-Parliament in October 2019. The updated objectives articulated in that plan should replace the objectives noted in the report, as follows: • Support and enhance the employment cluster in the King-Parliament area; • Conserve heritage properties; • Improve and expand parks and the public realm; and • Simplify interpretation of overlapping policy frameworks.   | This will be addressed in the revised report.  |
| 9        | City Planning | Socio-Economic Conditions Report | Table 3-1, Page 44                     | The Ontario Line North section of Table 3-1 should include SASP 254 related to 59/75 Wynford Drive, and SASP 511 related to Celestica.  | SASP 511 will be added to Table 3-1. SASP 254 falls outside of the Study Area.   |


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| 10       | City Planning | Socio-Economic Conditions Report | Table 3-2, Page 49                      | The Ontario Line North section of Table 3-2 should include reference to the Laird In Focus guidelines. The Ontario Line South section should include the Northwest PATH EA and West Don Lands Master Plan EA.  | The Laird in Focus Study Area boundary is outside of the OLN Study Area. The OLS segment table will include the Northwest PATH EA and the West Don Lands Master Plan EA.  |
| 11       | City Planning | Socio-Economic Conditions Report | Section 4.1.2.1, Page XX                | Correct the inaccurate statement that "Along the main streets of Front, King Street E. and Queen Street E. are numerous...." The stretch of Front St. E. and King St. E. within the study area are not all typical main streets.   | This will be addressed in the revised report.   |
| 12       | City Planning | Socio-Economic Conditions Report | Section 4.1.2.2, Page 57                | Correct the description of The Esplanade east of Jarvis Street. The description is accurate only west of Jarvis St. East of Jarvis, The Esplanade is a local neighbourhood street encompassing David Crombie Park, residential, school and civic uses. Also delete the last paragraph as the St. Lawrence neighbourhood is not in West Don Lands/Industrial Sub-area.  | This will be addressed in the revised report.   |
| 13       | City Planning | Socio-Economic Conditions Report | Section 4.1.3.3, Page 59                | Complete the description of the Thorncliffe Park Sub-Area which is missing some key features including the Costco development and integration of former Coca Cola headquarters heritage building on the site, and a number of places of worship.<br><br>Also note that the statement "This mall and associated plaza [East York Town Centre] are situated in the centre of the neighbourhood and comprise the majority of the Overlea Boulevard frontage" is not an accurate description of Overlea Boulevard. | These key features are located in the Thorncliffe Employment Sub-Area and will be added to the revised report.<br><br>The statement about the mall and plaza will be revised to state "...comprise a large portion of the Overlea Boulevard frontage within the OLN Study Area".  |
| 14       | City Planning | Socio-Economic Conditions Report | Section 4.1.3.4, Page 60                | Clarify what is meant by the reference to a "Sub-Area" north of Eglinton Avenue East. This is not shown in Figure 2-3.<br><br>This section is missing some key features and should include reference to the approved Celestica development in northwest quadrant, the CreateTO/Housing Now sites south of Eglinton, and the Don Mills Crossing Secondary Plan.   | The "sub-area" reference will be reworded to avoid confusion.<br><br>This section is intended to speak to the existing physical characteristics of the area, not the planned / future conditions. A reference is made to the Celestica development in the last sentence, which points to Section 7 for further information. |
| 15       | City Planning | Socio-Economic Conditions Report | Figure 4-2e-f, Page 75-76               | Show missing critical trail link connecting Mill Street to Lower Don Trail through Corktown Common and under the Richmond Hill GO corridor in the map.   | This will be added to Figure 4-2e-f.  |
| 16       | City Planning | Socio-Economic Conditions Report | Figures 4-3b, 4-3c and 4-3e, Page 83-85 | Include references from the Don Mills Crossing and Laird in Focus mobility plans in the map of cycling infrastructure. Confirm that all connections in Thorncliffe Park have been shown. Note that the cycle track shown on Millwood north of Overlea is not consistent with the City's latest Cycling Network Plan.   | We will adjust the mapping accordingly.<br><br>The Laird in Focus Study Area boundary is outside of the OLN Study Area.   |
| 17       | City Planning | Socio-Economic Conditions Report | Section 4.2.3.2.2, Page 81              | For information, note that Don Mills Crossing has planned cycling infrastructure for 3 quadrants of Don Mills Rd and Eglinton Ave E, including cycle tracks, lanes, and multi-use paths.   | This will be added in-text.   |


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| 18       | City Planning | Socio-Economic Conditions Report | Section 4.3.1, Page 87-88              | The report should note the Cultural Heritage Landscape Assessment for Exhibition Place (2019), which includes recommendations for rehabilitation of the public realm. The report should include some discussion of Exhibition Place as a major heritage resource, conference and event centre, and open space.   | This will be clarified in the revised report.  |
| 19       | City Planning | Socio-Economic Conditions Report | Table 5-4, Page 106                    | Revise table and corresponding map to reflect that the three areas west of Strachan identified as parks/open spaces. These are not municipal parks, and one is a transformer station.  | This will be clarified in the revised report.  |
| 20       | City Planning | Socio-Economic Conditions Report | Table 5-7, Page 108                    | List of Daycares should include City Kids Early Learning and Child Care Centre at 34 Bathurst Street. Community Groups should include Friends of Fort York and The Bentway.  | This will be added to the revised report.  |
| 21       | City Planning | Socio-Economic Conditions Report | Section 6, Page 124-146                | Recommend including a social equity analysis consisting of source data from the City's Neighbourhood Equity Index and Neighbourhood Improvement Areas, which would reflect an analysis of the degrees of inequality experienced in Toronto's 141 defined neighbourhoods based on a composite of key indicators, in order to be consistent with the City's rapid transit evaluation framework.  | A social equity analysis outside the scope of the environmental assessment which documents the environmental impacts of the project. Social and economic benefits of the project are documented within the Initial Business Case for the Ontario Line. |
| 22       | City Planning | Socio-Economic Conditions Report | Section 6.1.1, Page 124-127            | Review Section 6.1.1 carefully as it does not accurately reflect the census data presented. Examples:<br><ul style="list-style-type: none"> <li>■ Table 6-2 shows percentage of population by age but the discussion refers to actual counts of people by age. The table titles should reflect what is being presented "Proportion of" or "Percentage of".</li> <li>■ p. 126, first paragraph. Table 6-5 shows the proportions of people who are recent immigrants, not the numbers.</li> <li>■ p. 127, first paragraph. Table 6-7 shows a slight decline in average household size; it doesn't show decline in population.</li> <li>■ p. 127, second paragraph. Table 6-8 reports average <u>household</u> income, not average (personal) income.</li> <li>■ p. 127, third paragraph. Table 6-9 reports the proportion of households by tenure, not the numbers. Without the absolute numbers, it is not appropriate to conclude based on the shares of the subareas whether there are more or fewer renters. It may be true but it cannot be stated from this data.</li> </ul> | This will be clarified in the revised report.  |
| 23       | City Planning | Socio-Economic Conditions Report | Figure 7-3b, Page 164                  | A rezoning symbol should be included for the CreateTO Housing Now site at 805 Don Mills Road.  | This application was captured as part of ID #4 (770 Don Mills Road) as they were submitted as one application. The symbols will be added to both parcels of land to further clarify.   |
| 24       | City Planning | Socio-Economic Conditions Report | Section 7, Page 147                    | Correct factual errors with application appeals. Note that not all application types listed here are appealed to TLAB, only minor variances. Other applications are appealed to the LPAT.  | This will be reviewed and clarified in the revised report.   |

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| 25       | City Planning | Socio-Economic Conditions Report | Section 7.3, Page 162                  | <p>Include key aspects of developments following the direction of Housing Now initiatives that should be noted in this section (including relationship to the Ontario Line alignment):</p> <ul style="list-style-type: none"> <li>■ 770 Don Mills Road (southwest corner) - Three residential towers with approximately 1,200 residential units, portions of which would be affordable and market rental housing, daycare, and City Council authorized land exchange with the TDSB to facilitate the development of an elementary school.</li> <li>■ 805 Don Mills Road (southeast corner) - Three residential towers with approximately 1,000 residential units, portions of which would be affordable and market rental housing, daycare, and other non-residential uses.</li> </ul>  | ID #4 will be further updated to reflect these key elements. We will also make note that there are redevelopments as part of Housing Now in the Flemingdon Park Sub-Area under the larger OLN summary section in Section 7.   |
| 26       | City Planning | Socio-Economic Conditions Report | Table 7-1 & Figure 7-2, Page 164       | <p>Correct factual errors in the report regarding applications:</p> <ul style="list-style-type: none"> <li>■ The following applications were not in the list or figure and should be added: 60 Mill St., 109 George St., 53 Ontario St., 125 Mill St., 125 Mill St. R; 31R Parliament St.; 133 Queen St. E.</li> <li>■ The following applications are withdrawn, completed or refused and are not longer active: 56; 57; 65; 73.</li> </ul> <p>Clarify how the report defines "active" applications, and update out-of-date information in table. Recommend separating active applications that are in the OPA, Rezoning, Plan of Subdivision, and Minor Variance phases from those in the Site Plans and Plans of Condominium phases.</p> <p>Confirm latest list and status of applications through the City's Application Information Centre.</p> | Factual errors will be updated in the revised report. Date of development application review will be clarified.   |
| 27       | City Planning | Socio-Economic Conditions Report | Section 8, Page 177                    | <p>Include impacts to communities and human environments in the assessment. Potential project impacts speaks only to hard environmental impacts and makes no reference the demographic characteristics across the line and how different groups may be impacted differently during construction and operations. Given the effort to include demographic analysis, the demographic discussion would benefit from a summary of the variations along the line and how the proposed project could impact the areas and their residents differently.</p>   | The intent of the socio-economic conditions report is to document existing demographic information within the study area. Socio-economic impact assessment will be completed under separate cover (Environmental Impact Assessment Report). However, typical approach for the socio-economic impact assessment does not include understanding how different demographic groups may be impacted during construction. Socio-economic impacts typically include impacts to utilities, access, built form, and surrounding land-uses. |
| 28       | City Planning | Socio-Economic Conditions Report | Table 8-1, Page 178                    | <p>Note that temporary walkways used to mitigate access to land use and adjacent lands during construction should provide a pedestrian clearway of 2.1m and meet AODA requirements for universal accessibility.</p>   | Impacts are intended to be high level and preliminary as this is an environmental conditions report, not an impact assessment. High level text re: AODA compliance will be added to the revised report.   |




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| 29       | City Planning | Socio-Economic Conditions Report | Table 8-2, Page 179                    | Visual impact analysis in Table 8-2 should include all infrastructure elements visible to the public including elevated guideways, support columns, retaining walls, portals and other structures related to the infrastructure. Mitigation measures should also include architectural design and surrounding landscape treatment.   | High level mitigation text will be added to the revised report.   |
| 30       | City Planning | Socio-Economic Conditions Report | Table 8-2, Page 179                    | Include transportation and transit network impacts to the Leaside Business Area related to the MSF if this EPR is intended to comprise the MSF. Table 8-2 indicates that "No impacts related to the transportation network are anticipated during operations". The proposed MSF design concept includes a collector road closure of Beth Neilson Drive and Wicksteed Avenue, which is not a supportable solution. Alternatives should be evaluated to maintain this function.                              | Any project-specific impacts will be confirmed as project planning and design progress and incorporated into the Environmental Impact Assessment Report to be provided under separate cover, in accordance with the O. Reg. 341/20.   |
| 31       | City Planning | Socio-Economic Conditions Report | Section 10, Page 181                   | Suggest expanding on the demographic and economic analysis in terms of impacts and mitigation to the human environment to support the conclusion that "The Project will achieve this objective by strengthening connections between people and jobs within Toronto and the surrounding region by improving rapid transit service and bringing rapid transit to new communities, providing residents with greater access to transit options and economic opportunities in closer proximity to their homes". | The intent of the socio-economic conditions report is to document surrounding socio-economic conditions within the project study area and not to characterise socio-economic benefits or impacts of the project. Socio-economic benefits are documented through the business case process, including how the Project will connect people to jobs, which can be found in the Ontario Line Initial Business Case. |

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|-----------------------------|---------------|--|--|---|---|--|--|
| Work Plan                   |               |  |  |   |   |  |  |
| Project Name:               |               |  |  | Ontario Line  | Revised By:   |  |  |
| Project No:                 |               |  |  |   | Date In:  |  |  |
| Item:                       |               |  |  | Draft Early Works Reports May 2020  | Date Out:   |  |  |
| Item No.                    | Reviewer Name | Description  | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment  | Response & Details (Authors - )   | Action 1 / 2 / 3* (Authors)  |  |
| 1                           | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | General                                | Any impacts to City parkland as a result of this project requires coordination with Parks Capital's Construction schedule for funded projects. Schedule and duration of impacted park lands to be provided.   | Comment noted, as project planning progresses, Metrolinx will consult with the City.  |  |  |
| 2                           | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | General                                | Parks is not in support of such significant loss of park lands. What lands does Mx have for a potential land swap? The loss of parkland shall meet the Official Plan Policy for disposal of land.   | The intent of the socio-economic existing conditions report is to document socio-economic conditions within the study area such as surrounding land-uses, built form, demographic information, and development applications. This report does not include details of impacts to parkland and subsequent impact assessment which will be completed under separate cover - Environmental Impact Assessment Report, in accordance with O. Reg. 341/20.<br><br>Metrolinx will continue to engage the City as project planning and design advance. |  |  |
| 3                           | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 22-39                               | All existing Parks and Natural Areas that will be impacted to be noted in their respective sub-areas and labelled in all corresponding graphics...i.e. Ordinance Park, Moss Park, Jimmie Simpson Park, E.T Seton Park Archery Range etc.  | The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. Direct impacts will be addressed in a future impact assessment. An inventory of existing parks is provided in Figures 5-1 to 5-3.  |  |  |
| 4                           | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 23                                  | Include under Relevance to the Project (copied from Relevance to Project on pg 29 for OLS): 'Parks and Natural Areas must also be carefully considered during detailed design to mitigate potential impacts to their natural and social functionality within the context of the environment'  | This will be added in the revised report.   |  |  |
| 5                           | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 52                                  | Ravine Strategy noted in Name of Policy, Initiative or Plan to include Ravine Strategy implementation staff report that went to Council in January 2020 where it was noted that the Lower Don is a Ravine Priority Investment Area (PIA). Any work in the Lower Don shall meet the objectives of the Lower Don Trail Master Plan and Lower Don Trail Refresh. | This will be noted in the revised report.   |  |  |
| 6                           | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 55-60                               | All notable landmarks to include existing Parks and Natural Areas that will be impacted. Ontario Line North is missing notable local landmarks that were noted for OLW and OLS  | The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. Direct impacts will be addressed in a future impact assessment.<br><br>An OLN landmark section including notable parks will be added in the revised report.  |  |  |
| 7                           | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 87-102                              | All existing Parks and Natural Areas that will be impacted to be noted in their respective OL segments...i.e. Ordinance Park, Moss Park, Jimmie Simpson Park, E.T Seton Park Archery Range etc.   | The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. Direct impacts will be addressed in a future impact assessment.  |  |  |
| 8                           | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 106                                 | Ordinance Park to be added to OLW and Jimmie Simpson Recreation Centre to be added to OLS Recreational Uses, Parks and Open Spaces  | This will be addressed in the revised report.   |  |  |
| 9                           | LAU           | DRAFT Socio-Economic and Land Use Characteristics Environmental Conditions Report May 2020 | pg 107                                 | ET Seton Park #39 to be noted as well at the Archery Range in the mapping   | This will be addressed in the revised report.   |  |  |


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|-----------------------------|--|---|--|---|--|---|
| Work Plan                   |  |   |  | Project Name: Ontario Line - Existing Conditions - Cultural Heritage Report   | Revised By:  |   |
|                             |  |   |  | Project No:   | Date In:   |   |
|                             |  |   |  | Draft Environmental Reports   | Date Out:  |   |
| Item No.                    | Reviewer Name                                  | Description   | Part, Chapter, Sec, Subsec, page, DWG#   | Review Comment  | Response & Details (Authors - )  |   |
| 1                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Executive Summary and Next Steps Sections  | The Executive Summary should summarize how many built heritage resources are proposed to be impacted and the expected nature of the impacts. The current version of the Executive Summary and Next Steps sections do not summarize or quantify the proposed impacts on identified built heritage resources. Due to the complexity and size of the Impact Tables, identifying the type and description of anticipated impact is necessary to understand the overall impacts the alignment will have on built heritage resources. It needs to be made clear which and how many built heritage resources are anticipated to be demolished or altered due to the alignment. Similarly, there is a need to summarize how many, and which, identified built heritage resources will not be impacted by the current alignment. | As per the Ontario Line Project Regulation, the purpose of this report documents all known or potential built heritage resources within the study area. At this time, a range of preliminary impacts and mitigation measures have been identified for each of those built heritage resources. Once detailed design has progressed, property-specific impacts will be known at that time.   |   |
| 2                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 2. Approach and Methodology, page 11   | Clarify if a CHER will be provided for properties that were identified as potential built heritage resources identified during field review. The report notes that "it is not necessary to recommend an individual Cultural Heritage Evaluation Report (CHER) be undertaken to re-apply O. Reg. 9/06 to these properties." While a CHER may not be necessary for each property, some properties may warrant a CHER be undertaken, for example properties designated under OHA prior to O. Reg 9/06 taking effect.   | No CHER will be completed outside of this report/the future Heritage Detailed Design Report (HDDR). The HDDR will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent. Cultural Heritage Reports and Heritage Detailed Design Reports will meet MX obligations under the Ontario Heritage Act.   |   |
| 3                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 4. Identification of Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures, page 16 | Heritage Impact Assessments should be completed prior to detailed design and reviewed by City of Toronto Heritage Planning and subject to staff delegated or Council decision under the Ontario Heritage Act and Municipal Code. Properties that are identified as built heritage resources warrant a Heritage Impact Assessment if they are to be altered or demolished as a result of project activities. The report indicates that the intent of the Cultural Heritage Report impact assessment is to "provide sufficient discussion of potential impacts to inform project planning to avoid, to the greatest extent possible, undertaking additional HIAs of individual properties."   | Heritage Detailed Design report(s) will be prepared by Metrolinx and/or Project Co(s), once a preferred alignment has been identified and/or detailed design has commenced. The report(s) will document the review of the preferred alignment and/or detailed design as it relates to the Cultural Heritage Report, refine project-specific impacts and mitigation measures, identify any changes, and, where required, describe how any conditions attached to the Minister's Consent will be met, based on the proposed/recommended design. The HDDR will also include any impacts on a known or potential built heritage resource or cultural heritage landscape that were not anticipated or described in the Cultural Heritage Report. In this instance, the Heritage Detailed Design Report will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent.<br><br>Metrolinx will engage with the City during the development of the HDDR. |   |
| 4                           | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 4. Identification of Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures, page 18 | The Impact Tables in this report should be revised once the preferred alignment has been identified and subsequent consultation with the City of Toronto Heritage Planning should occur. With the assertion that only properties meeting 10/06 criteria will be subject to further study through a Heritage Detailed Design Report, clarification is needed on how identified built heritage resources that have not been identified as meeting 10/06 criteria may be further evaluated and how their identified cultural heritage values will be incorporated in the overall evaluation of alternatives and identification of the preferred alignment. Details on how potential project impacts on their cultural heritage value will be mitigated through the detailed design process are also needed.                | Refer to comment response #3. Further, the HDDR will document refined project-specific impacts to <u>all</u> heritage properties (not just 10/06) based on the preferred alignment/detailed design.  |   |

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| 5        | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 4. Identification of Preliminary Potential Project-Specific Impact and Proposed Mitigation Measures, page 18 | Confirm content and scope of the Heritage Detailed Design Reports.   | Refer to comment response #3.   |
| 6        | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | 6.2 Ontario Line North Next Steps, page 23   | Heritage Detailed Design Reports (HDDR) are to be prepared for properties that meet 10/06 criteria. These reports are to be shared with MHSTCI for its records. These reports should also be shared with the City of Toronto Heritage Planning unit.   | Refer to comment response #3. HDDR will be shared with the City of Toronto Heritage Planning unit.  |
| 7        | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Community Engagement, page 21  | Heritage Planning acknowledges that the Metrolinx data request was not able to completed prior to the draft of this report due to the on-going COVID-19 global pandemic limiting access to property databases.   | Comment noted. MX would appreciate obtaining this information for future reporting, at the Heritage Planning unit's earliest convenience.   |
| 8        | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Community Engagement, page 21  | This section should clarify and identify what other non-governmental heritage organizations, HCD advisory committees, and community stakeholders have been included in engagement. Given the proposed impacts on a number of identified municipally/locally significant cultural heritage resources, in additoin to any as yet unidentified, confirm how will broader public engagment occur and when.                                     | This section has been updated in a more recent version and will be further updated following the official regulated consultation period. The Notice of Draft Environmental Conditions Report will include release of all draft reports, including this Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment. The Draft ECR reports will be circulated to interested parties including community groups as requested. Following the regulated public review period, comments specific to cultural heritage will be reviewed and edits to the report will be made and reissued for the Notice of Final Environmental Conditions Report (anticipated for the fall). |
| 9        | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | OLN Impacts Table, OLS Impacts Table, OLW Impacts Table  | Make clear which and how many built heritage resources are expected to be demolished or altered due to the alignment. The information in the table for Type and Description of anticipated impact does not provide enough information to fully evaluate the nature and scope of the proposed impact.   | As noted in comment response #1, this report documents all known or potential built heritage resources within the study area and includes a range of preliminary impacts and mitigation measures for each built heritage resource. Once an alignment has been selected and/or detailed design is prepared, project-specific impacts will be documented in the HDDR, specifying the number of cultural heritage resources expected to be demolished or altered.  |
| 10       | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | OLN Impacts Table, OLS Impacts Table, OLW Impacts Table  | For all Impact Tables, the proposed mitigation measure should be revised to include completion a Cultural Heritage Evaluation Report, Heritage Impact Assessment and associated Strategic Conservation Plan, required when any physical impacts to a cultural heritage resource or its heritage attributes are anticipated. These should be completed prior to Detailed Design and circulated to Heritage Planning for review and comment. | Refer to comment responses #2 and #3. Further, recommendations for SCPs are noted within the report impact tables where an SCP would be warranted.  |
| 11       | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | OLN Impacts Table, OLS Impacts Table, OLW Impacts Table  | For all Impacts Tables, the proposed mitigation measures should be revised to also clarify when in the process the City of Toronto Heritage Planning unit will be consulted if it is not possible to avoid impact to an identified cultural heritage resource and its heritage attributes. Consultation should occur prior to Detailed Design.   | Language in report will be revised to more clearly include consultation with the City of Toronto Heritage Planning unit and specify timing for consultation with City.  |

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| 12       | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | OLN Impacts Table, OLS Impacts Table, OLW Impacts Table | The alternatives in all Impact Tables should be revised to also include consultation with the Toronto Preservation Board and City Council where applicable. Heritage Planning notes that properties not yet owned by Metrolinx are not exempt from Municipal process and legislation under the Ontario Heritage Act and Municipal Code. | Language exists in the impact tables (Appendix G) for each potentially impacted property outlines that Metrolinx will engage the City, including approvals and permits required.  |
| 13       | Erin Smith - City of Toronto Heritage Planning | Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment | Map OLN, Map OLS, Map OLW                               | Maps should be revised to include the current track alignment so that proposed impact footprints are graphically represented in relation to identified and potential heritage resources. The maps provided delineate the study areas however do not depict the currently proposed track alignment.                                      | The route is not shown as the only route that is available is very preliminary and subject to change. This report documents existing conditions within the broad defined OL study area and presents impact scenarios that will be refined by MX/Project Co during route selection/detailed design process. Route alignment and project-specific impacts will be documented in HDDR. |

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|-----------------------------|---|---|--|--|--|---|
| Work Plan                   |   |   |  | 1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....   | O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete   |   |
| Project Name:               |   |   |  | Ontario Line Soil & Groundwater Environmental Conditions Report  | Revised By:  |   |
| Project No:                 |   |   |  |  | Date In:   |   |
|                             |   |   |  | Draft Environmental Reports  | Date Out:  |   |
| Item No.                    | Reviewer Name   | Report Name   | Part, Chapter, Sec, Subsec, page, DWG#                                       | Review Comment   | Response & Details (Authors - )  | Action 1 / 2 / 3* (Authors)   |
| 1                           | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Figure 3-6, Figure 3-14, and Figure 3-22                                     | Please verify what the white patches are in the colored layer of "Highly Vulnerable Aquifer". As presented, it appears as though parts of the Study Area may not overlay HVA.  | In Figures 3-6, 3-14, and 3-22, the white patches indicate the HVA does not cover the full Study Area. A sentence will be added to the report to clarify this point.   | 2   |
| 2                           | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Section 4.2 Soil and Groundwater (potential impacts and mitigation measures) | Please identify potential soil quality (surface and sub-surface) and <u>ground stability impacts and mitigation measures</u> . There is currently an information gap as only groundwater impacts are discussed.  | Potential need for further geotechnical studies has been identified and included in the report. Ground stability impacts and mitigation measures have been included in the preliminary list of potential impacts and mitigation measures.  | 2   |
| 3                           | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Section 4.2 Soil and Groundwater (potential impacts and mitigation measures) | Please address if there are any <u>potential impacts</u> from the permanent presence of new tunnels and foundations on the shallow groundwater flow directions and long-term water table levels, especially near river crossings.  | Previous experience indicates that this type of structure typically does not impact groundwater flow or water table elevation long-term. They are typically completed at a later design phase such that the position/depth of major elements of the design has been near finalized prior to completion of the assessment.<br><br>As project planning and design advance, potential impacts from the presence of new tunnels and foundations on the shallow groundwater flow directions and long term water table levels will be identified and documented as part of the environmental impact assessment report as required. | 2   |
| 4                           | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Section 4.2 Soil and Groundwater (potential impacts and mitigation measures) | Please <u>identify potential soil and groundwater quality impacts and mitigation measures</u> associated with drilling fluid and cuttings management, including special considerations for a frac-out scenario if potentially relevant to the tunneling method.              | Mitigation for the handling, management and disposal of all excavated material that is generated or encountered during the work will be identified in the report. Specific mitigation including special considerations for a frac-out scenario will be included in the Environmental Impact Assessment Report.   | 2   |
| 5                           | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Section 4.2 Soil and Groundwater (potential impacts and mitigation measures) | Considering the large volumes of drilling fluid and cuttings that will likely be generated, please include as mitigation measure a dedicated environmental management plan for drilling activities (in addition to the Spill Prevention and Response Plan already proposed). | The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. Specific mitigation including for large volumes of drilling fluids and cuttings will be considered in the Environmental Impact Assessment Report.   | 2   |
| 6                           | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Entire Report  | Unless already addressed in a separate, dedicated report, please address existing soil and groundwater contamination potential in all three Study Areas and indicate whether a remediation program will be required before construction.                                     | Impacts and mitigation associated with contamination will be included in the report.   | 2   |
| 7                           | Transit Expansion Office in consultation with LeighFisher | Draft Environmental Conditions Report, Soil and Groundwater Chapter | Entire Report  | Please specify the soil and groundwater quality standards that will be used to assess baseline quality and future monitoring.  | Consideration to specific soil and groundwater standards will be given as part of the environmental impact assessment report preparation.  | 2   |


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| Project Name:               |   |  |  | Ontario Line Air Quality Environmental Conditions Report   | Revised By:  |
| Project No:                 |   |  |  |  | Date In:   |
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| Item No.                    | Reviewer Name   | Report Name  | Part, Chapter, Sec, Subsec, page, DWG#                                   | Review Comment   | Response & Details (Authors - )  |
| 1                           | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Executive Summary, Table E-1<br>Table 5-1 Summary of Existing Conditions | There appears to be a typo in the column titled "Representative Ambient Monitored CAC Concentrations". Clarify if Ontario Line South and North should be corrected to say "Same monitored levels as Ontario Line West".  | Table E-1 and Table 5-1 will be reviewed and typos will be corrected.  |
| 2                           | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Section 2.1 Study Area and Representative Receptors                      | Potential receptor WCR20 identified in the Ontario Line West Study Area and receptor SCR12 in the Ontario Line South Study Area appear to be the same. Please verify and either:<br>1) remove one of the mentions if they are inadvertently duplicated, or;<br>2) clarify if this receptor is intentionally counted twice, e.g. is the author considering a potential scenario where this receptor is expecting to receive emissions impacts from both Study Areas at the same time? | Location of WCR20 and SCR12 will be reviewed and either action 1) or 2) will be taken to correct or clarify.   |
| 3                           | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 2-4 Summary of Applicable Guidelines and Standards                 | For parameters with different standards for 2020 and 2025, please confirm which set will be applicable to the project. It may be the case that construction emissions need to comply with 2020 standards and operational emissions need to be comply with 2025 standards.  | This will be considered as part of the impact assessment report preparation.   |
| 4                           | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 2-4 Summary of Applicable Guidelines and Standards                 | Please confirm that the 2015 PM <sub>2.5</sub> standard is not applicable to the project and only the 2020 standard will be considered.  | Confirmed, the 2020 standard will be applicable.   |
| 5                           | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 2-5 Greenhouse Gas 100-year GWP                                    | IPCC Fourth Assessment Report (AR4) values for Global Warming Potential (GWP) are currently listed, which are outdated. Please reference IPCC AR5 values instead, e.g. 28 for Methane and 265 for Nitrous Oxide.<br><a href="https://www.ghgprotocol.org/sites/default/files/ghgp/Global-Warming-Potential-Values%20%28Feb%2016%202016%29_1.pdf">https://www.ghgprotocol.org/sites/default/files/ghgp/Global-Warming-Potential-Values%20%28Feb%2016%202016%29_1.pdf</a>              | Noted - IPCC AR5 values for Methane and Nitrous Oxide will be updated  |
| 6                           | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 3-3 Comparison of Background Ambient Air Quality Data to Standards | Please clarify why the CAAQS 1-hour (2020) standard for NO <sub>2</sub> is not selected for this analysis. It is good practice to compare with the most stringent standard applicable.   | Noted - CAAQS 1-hour (2020) standard for NO <sub>2</sub> will be included within Table 3-3.  |
| 7                           | Transit Expansion Office in consultation with LeighFisher | Air Quality Qualitative Assessment Environmental Conditions Report | Table 3-3 Comparison of Background Ambient Air Quality Data to Standards | Please explain why the AAQC 1-hour SO <sub>2</sub> standard is 100, when Table 2-4 previously stated 690.  | Table 2-4 will be updated for clarity. There are proposed SO <sub>2</sub> standards as per MECP document:<br><a href="https://prod-environmental-registry.s3.amazonaws.com/2018-03/SO2%20Decision%20Document%20%28March%202018%29_0.pdf">https://prod-environmental-registry.s3.amazonaws.com/2018-03/SO2%20Decision%20Document%20%28March%202018%29_0.pdf</a> |


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| Work Plan                   |               |                                       |  |  |  | <br><small>An agency of the Government of Ontario<br/>Une agence du gouvernement de l'Ontario</small> |  |
| Project Name:               |               |                                       |  | Ontario Line Environmental Conditions Report   |  | Revised By:   |  |
| Project No:                 |               |                                       |  |  |  | Date In:  |  |
| Draft Environmental Reports |               |                                       |  |  |  | Date Out:   |  |
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| 1                           | City Planning | Draft Environmental Conditions Report | General                                | This report is incomplete and will summarize the subject-matter-specific background reports including impacts, mitigation measures, monitoring protocols and future commitments when completed. Ensure that updates to the background reports made in response to our comments are also reflected in this report. All comments provided on the background reports also apply to this general report to the extent that they are applicable. City Planning will undertake a further review of this report when we receive a more completed draft. | Edits resulting from City Planning comments on the technical reports will be applied to the ECR. |   |  |




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| Project No:                 |               |             |  |   |   | Date In:    |
|                             |               |             | Draft Environmental Reports                  |   |   | Date Out:   |
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| 1                           | UF            |             | 5.2  | City of Toronto tree removal/injury permits shall be requested and obtained for trees regulated under Bylaw 813, 658 and 608  | This will be noted in the revised report. |             |
| 2                           | LAU           |             | General                                      | Any impacts to City parkland as a result of this project requires complete coordination with Parks Capital's Construction schedule as outlined in PFR approved Capital budget. Schedule and duration of impacted park lands to be provided. | This will be noted in the revised report. |             |



|                                    |                      |                    |   |   |  |   |  |  |
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| <b>Work Plan</b>                   |                      |                    |   |   |  |   |  |  |
| <b>Project Name:</b>               |                      |                    |   | <b>Ontario Line Environmental Conditions Report</b>   |  | <b>Revised By:</b>  |  |  |
| <b>Project No:</b>                 |                      |                    |   |   |  | <b>Date In:</b>   |  |  |
|                                    |                      |                    |   | <b>Draft Environmental Reports</b>  |  | <b>Date Out:</b>  |  |  |
| <b>Item No.</b>                    | <b>Reviewer Name</b> | <b>Report Name</b> | <b>Part, Chapter, Sec, Subsec, page, DWG#</b> | <b>Review Comment</b>   |  |   | <b>Response &amp; Details (Authors - )</b> |  |
| 1                                  | TFS                  |                    | N/A   | No comments at this time.   |  |   | Thank you.                                 |  |

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|-----------------------------|---------------------|---------------|--|---|---|--|
| Work Plan                   |                     |               |  |   |   |  |
| Project Name:               |                     |               |  | Ontario Line Traffic and Transportation Environmental Conditions Report   |   |  |
| Project No:                 |                     |               |  | Revised By:   |   |  |
| Draft Environmental Reports |                     |               |  | Date In:  |   |  |
|                             |                     |               |  | Date Out:   |   |  |
| Item No.                    | Discipline          | Reviewer Name | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment  | Response & Details (Authors - )   | Actions 1 / 2 / 3 (Authors - )   |
| 1                           | S&CE-STR & SRVC PLN | llui-1        | OL_EC_Traffic                          | <p>Section 6.1 - Service headway information should reflect pre-pandemic levels. The most recent compilation can be found in the TTC's Service Summary located at <a href="https://www.ttc.ca/PDF/Transit_Planning/Service%20Summary_2020-03-29.pdf">https://www.ttc.ca/PDF/Transit_Planning/Service%20Summary_2020-03-29.pdf</a></p> <p>503 Kingston Rd – the service only operates during the daytime, Monday to Friday, every 9 to 10 minutes.</p> <p>504 King is indicated to operate every 5 to 9 minutes. During peak periods, 504 streetcars have a headway of every 2 to 3 minutes in the common portion between Dufferin Street and Sumach Street.</p> <p>511 Bathurst headway shown is reflective of bus operation. Service levels should reflect streetcar operation – streetcars operate every 7 to 8 minutes during peak periods.</p> <p>Page 57 – Route 121 Fort York-Esplanade is missing and should be included, as it serves Ontario Place and Fort York Boulevard</p> <p>Page 57 – the 29 Dufferin alignment does not show the seasonal extension into Exhibition Place</p> <p>Page 57 – the 504B branch on Dufferin, south of King, is not shown</p> <p>Page 57 – Remove route 502 Downtowner.</p> <p>Section 6.1.2 – Review service headways based on Service Summary, show combined headways where applicable</p> <p>506 Carlton – service levels should reflect streetcar service (see Service Summary)</p> <p>Page 61 – Routing for 504 King is incorrect. Should be via Broadview in both directions.</p> <p>Page 61 – Route 505 Dundas should be included on the map and description, as there is an intention to connect this service with the Ontario Line</p> | All TTC service headway information has been updated based on the latest TTC Service Summary document. The missing transit routes (121 and 505) were added. Route #29, #72B, and #504 were updated on the figure.   | 1  |
| 2                           | S&CE-STR & SRVC PLN | tpitman-1     | Appendix D and E                       | In the Synchro calculations, the Bus Blockages based on streetcars should have double the number of vehicles per hour because streetcars are blocking both the curb and median lanes while serving stops in mixed traffic. The exception would be at locations where there is a platform between the curb median lanes for streetcar customers.   | This was accounted for by applying the number of streetcar stops per hour to the whole approach/lane group as opposed to applying the blockage to the curb lane only. This was also noted in Section 2.2.2 of the Existing Conditions Report as follows:<br>"Buses stopping at the nearside of an intersection were reflected in Synchro as bus blockages for the curb lane. Streetcars stopping at the nearside of an intersection were reflected in Synchro as bus blockages for the whole approach." | 3  |
| 3                           | S&CE-STR & SRVC PLN | tpitman-2     | Appendix D and E                       | It should be noted that the PST at some streetcar stops can be lengthy and the Bus Blockages factor may underestimate resulting delays.   | The Bus Blockage assumes an average blockage of 14.4 seconds at each occurrence and the Saturation Flow Rate of the respective movements are reduced accordingly. This will be added to the assumptions in Section 2.2.2 of the Existing Conditions Report and that any streetcar stop with a Passenger Servicing Time (PST) exceeding 14.4 seconds could have its impacts on traffic underestimated in this report.  | 1  |

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| 4        | S&CE-STR & SRVC PLN | tpitman-3     | Appendix D and E                       | How are 5 second Leading Pedestrian Intervals (LPI) at some of the intersections being represented in the Synchro analysis?  | The LPI were accounted for by adding 5-second advanced pedestrian phases  | 1                              |
| 5        | S&CE-STR & SRVC PLN | tpitman-4     | Appendix D and E                       | Some locations have lane widths listed as 3.6m or 3.5m. Many locations in reality have narrower lanes, and using lane widths of 3.5 to 3.6 will inflate the modelled capacity.   | Given the unavailability of accurate lane width information for all streets within the study area, values of 3.5m or 3.6m were used. A sensitivity analysis was conducted and it was found that reducing a lane width by 0.2m would result in reducing the vehicular capacity by approximately 12 vehicles/hour/lane. This is expected to have a minor impact on the estimated lane/intersection capacity, in general.                      | 3                              |
| 6        | S&CE-STR & SRVC PLN | tpitman-5     | Appendix D, Page 4                     | The WB direction at Queen and St Patrick should include Bus Blockages as there is a streetcar stop at this location.   | Noted, Bus Blockages at the WB approach to the Queen Street and St Patrick Street intersection were missing from the AM peak hour model. They will be input based on the scheduled number of stops per hour. The traffic operations results will be updated in the report.  | 1                              |
| 7        | S&CE-STR & SRVC PLN | tpitman-6     | Appendix F and G                       | The TLOS at the segment level does not seem to be broken down by direction of travel or for AM vs. PM. Is there no differentiation for the peak direction of travel?   | Correct. TLOS at the segment level is dependent on the transit facility type (e.g., mixed traffic, segregated right-of-way, etc.) and on the presence and friction from mid-block driveways. It was assumed that both directions along the studied corridors have the same transit facility and friction level from driveways. Hence, the TLOS at the segment level was not broken down by direction of travel or by peak hour.             | 3                              |
| 8        | S&CE-STR & SRVC PLN | tpitman-7     | Appendix F and G                       | Is the TLOS at intersections is derived from the Synchro calculations of delay for automobile traffic applied to a table from the MMLOS Report. If so, it should be noted for intersections with transit signal priority that the impact of the TSP is not being factored into the assessment of the TLOS. | Correct, as noted in Section 2.2.4.1 of the Existing Conditions Report "Average signal delay for transit vehicles is considered to be equal to the average vehicular delay obtained as one of the outputs of the Synchro modelling analysis." A statement will be added to note that the impact of TSP is not being factored into the assessment  | 1                              |
| 9        | S&CE-STR & SRVC PLN | tpitman-8     | Table 5-1                              | I am surprised at some of the LOS results at certain locations (e.g. LOS A on Queen St locations from St Patrick to Portland in the peak direction of travel).   | Operational analyses were based on information (i.e. traffic counts) obtained from the City. The turning movement counts along the noted Queen Street section show relatively low traffic volumes from the crossing streets. In addition, Queen Street traffic (heaviest flow) does not exceed capacity of the eastbound and westbound approaches. This explains the good level of service results along the noted section of Queen Street. | 3                              |

**From:** [Merlin Yuen](#)  
**To:** [Wole Adetuberu](#)  
**Cc:** [Julia Murnaghan](#); [Daniel Cicero](#); [Crystal Ho](#); [Maria Zintchenko](#); [Rodney Yee](#); [James Francis](#); [Laura Witherow](#); [Rodney Yee](#)  
**Subject:** RE: OL - EC Traffic and Air Quality Report Follow-Up  
**Date:** Monday, July 20, 2020 11:52:34 AM  
**Attachments:** [image001.png](#)  


---

Thanks for circulating these Wole – I've passed along to our consultant team.

If the City does have any additional comments on the traffic reports, whether EC or EW, please do pass along as soon as possible, as we're coming down to the wire in terms of our Notice date and we'd like to incorporate the City's comments if possible before the 30-day public review period.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

**From:** Wole Adetuberu [<mailto:Wole.Adetuberu@toronto.ca>]  
**Sent:** July-17-20 5:47 PM  
**To:** Merlin Yuen; Laura Witherow  
**Cc:** Julia Murnaghan; Daniel Cicero; Crystal Ho; Maria Zintchenko; Rodney Yee; James Francis  
**Subject:** RE: OL - EC Traffic and Air Quality Report Follow-Up

Hi again Merlin, I have good news!

We now have Traffic comments from TTC on both Existing Conditions and Early Works, please see the attached. There may be further comments next week once Transportation Services comments are available.

Regards,

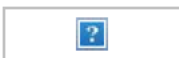
**Wole Adetuberu**

Project Coordinator

Transit Expansion Office, City of Toronto

20E - 100 Queen Street West | Toronto | ON M5H 2N2

T: ~~416-338-0390~~ | C: 437-218-5496



---

**From:** Wole Adetuberu  
**Sent:** July 17, 2020 5:23 PM  
**To:** 'Merlin Yuen' <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>

**Cc:** Julia Murnaghan <Julia.Murnaghan@toronto.ca>; Daniel Cicero <Daniel.Cicero@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; James Francis <James.Francis@metrolinx.com>  
**Subject:** RE: OL - EC Traffic and Air Quality Report Follow-Up

Hi Merlin,

Thank you for your patience. I was just going to email to inform you that the traffic and transportation comments will be delayed until next week but you beat me to it. I will provide an update early next week. Have a good weekend.

Regards,

**Wole Adetuberu**

Project Coordinator

Transit Expansion Office, City of Toronto

20E - 100 Queen Street West | Toronto | ON M5H 2N2

T: 416-338-0390 | C: 437-218-5496

---

**From:** Merlin Yuen [<mailto:Merlin.Yuen@metrolinx.com>]

**Sent:** July 17, 2020 5:12 PM

**To:** Wole Adetuberu <[Wole.Adetuberu@toronto.ca](mailto:Wole.Adetuberu@toronto.ca)>; Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>

**Cc:** Julia Murnaghan <[Julia.Murnaghan@toronto.ca](mailto:Julia.Murnaghan@toronto.ca)>; Daniel Cicero <[Daniel.Cicero@metrolinx.com](mailto:Daniel.Cicero@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>

**Subject:** RE: OL - EC Traffic and Air Quality Report Follow-Up

Hi Wole – just wanted to check in on those traffic and transportation comments from the City, that we were looking forward to today. Would you mind providing an update if we can still receive today or when we could expect circulation?

Thanks,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment

130 Adelaide Street West | Toronto | Ontario | M5H 0A1

T: 416.202.7353 C: 647.241.0823



---

**From:** Wole Adetuberu [<mailto:Wole.Adetuberu@toronto.ca>]

**Sent:** July-15-20 11:22 AM

**To:** Laura Witherow  
**Cc:** Julia Murnaghan; Daniel Cicero; Crystal Ho; Merlin Yuen; Maria Zintchenko; Rodney Yee; James Francis  
**Subject:** RE: OL - EC Traffic and Air Quality Report Follow-Up

Thank you for your email, Laura. I have further great news!

We have the comments on the Air Quality and Soil & Groundwater reports, both attached. I will contact you as soon as I have an update on the Traffic and Transportation, hopefully by then end of the week.

Thank you.

**Wole Adetuberu**

Project Coordinator

Transit Expansion Office, City of Toronto

20E - 100 Queen Street West | Toronto | ON M5H 2N2

T: ~~416-338-0390~~ | C: 437-218-5496



---

**From:** Laura Witherow [<mailto:Laura.Witherow@metrolinx.com>]  
**Sent:** July 15, 2020 10:46 AM  
**To:** Wole Adetuberu <[Wole.Adetuberu@toronto.ca](mailto:Wole.Adetuberu@toronto.ca)>  
**Cc:** Julia Murnaghan <[Julia.Murnaghan@toronto.ca](mailto:Julia.Murnaghan@toronto.ca)>; Daniel Cicero <[Daniel.Cicero@metrolinx.com](mailto:Daniel.Cicero@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>  
**Subject:** OL - EC Traffic and Air Quality Report Follow-Up

Hi Wole,

Great news - we're nearing the finish line of agency comments on the Ontario Line environmental reports! I wanted to follow-up with you and check in on the status of the City's comments on:

- 1) Traffic & Transportation Environmental Conditions report
- 2) Air Quality Environmental Conditions report

Can you let me know if we can expect those comments today?

Thanks so much,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services

**From:** [Wole Adetuberu](#)  
**To:** [Laura Witherow](#); [Julia Murnaghan](#)  
**Cc:** [Daniel Cicero](#); [Maria Zintchenko](#); [Rodney Yee](#); [James Francis](#); [Merlin Yuen](#); [Crystal Ho](#)  
**Subject:** RE: OL - Draft Report for CoT Review - 15June20  
**Date:** Tuesday, July 14, 2020 10:16:18 AM  
**Attachments:** [REDACTED]

---

Hi Laura,

Thank you for your email. Please find attached our comments on the Existing Conditions Main Report. Similar to the other reports, comments from Transportation (anticipated this week) and TTC are pending.

Please let me know if you have any questions.

Regards,

**Wole Adetuberu**

Project Coordinator

Transit Expansion Office, City of Toronto

20E - 100 Queen Street West | Toronto | ON M5H 2N2

T: ~~416-338-0390~~ | C: 437-218-5496

---

**From:** Laura Witherow [mailto:Laura.Witherow@metrolinx.com]  
**Sent:** July 14, 2020 8:14 AM  
**To:** Julia Murnaghan <Julia.Murnaghan@toronto.ca>  
**Cc:** Daniel Cicero <Daniel.Cicero@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Wole Adetuberu <Wole.Adetuberu@toronto.ca>  
**Subject:** RE: OL - Draft Report for CoT Review - 15June20

Good Morning Julia,

I hope you're doing well and thank you to you and your team for sending us your comments as they're ready. Can you let me know when we can expect the City's comments on the Existing Conditions Main Report (ECR)?

Thank you,

**Laura Witherow**

T: 416.202.7511 C: 647.202.5143

---

**From:** Laura Witherow  
**Sent:** June-15-20 2:54 PM  
**To:** 'Julia Murnaghan'  
**Cc:** Daniel Cicero; Maria Zintchenko; Rodney Yee; James Francis; Merlin Yuen; Crystal Ho; 'Wole Adetuberu'  
**Subject:** OL - Draft Report for CoT Review - 15June20



Good Afternoon Julia,

I hope you had a great weekend and were able to enjoy the beautiful weather. We are now able to provide the Draft Existing Conditions Main Report in the download link below.

Download here:



As outlined in the review schedule we provided the City, we would appreciate receiving comments ahead of **July 10, 2020.**

Please let us know if you have any questions or concerns you'd like to discuss with us ahead of this date.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services

130 Adelaide Street W | Toronto | Ontario | M5H 3P5

T: 416.202.7511 C: 647.202.5143



This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Wole Adetuberu](#)  
**To:** [Laura Witherow](#)  
**Cc:** [Maria Zintchenko](#); [Rodney Yee](#); [James Francis](#); [Crystal Ho](#); [Merlin Yuen](#); [Stella Gustavson](#); [Julia Murnaghan](#); [Daniel Cicero](#)  
**Subject:** RE: OL - Draft Reports for CoT Review - 29May20  
**Date:** Tuesday, July 14, 2020 8:53:23 AM  
**Attachments:** [image001.png](#)

---

Hi Laura,

At this time, we have not received any comments from our reviewers. I will let you know if this changes.

Regards,

**Wole Adetuberu**

Project Coordinator

Transit Expansion Office, City of Toronto

20E - 100 Queen Street West | Toronto | ON M5H 2N2

T: ~~416-338-0390~~ | C: 437-218-5496

---

**From:** Laura Witherow [mailto:Laura.Witherow@metrolinx.com]  
**Sent:** July 13, 2020 12:48 PM  
**To:** Wole Adetuberu <Wole.Adetuberu@toronto.ca>  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Stella Gustavson <Stella.Gustavson@toronto.ca>; Julia Murnaghan <Julia.Murnaghan@toronto.ca>; Daniel Cicero <Daniel.Cicero@metrolinx.com>  
**Subject:** RE: OL - Draft Reports for CoT Review - 29May20

Good Afternoon Wole,

As we start finishing up our comment/response tables, I wanted to confirm with you that the City had no comments on the Stage 1 Archaeological Assessments that were submitted to the MHSTCI on May 29, 2020?

Please let me know.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services

130 Adelaide Street W | Toronto | Ontario | M5H 3P5

T: 416.202.7511 C: 647.202.5143



---

**From:** Wole Adetuberu [mailto:[Wole.Adetuberu@toronto.ca](mailto:Wole.Adetuberu@toronto.ca)]  
**Sent:** July-03-20 7:02 PM  
**To:** Laura Witherow

**Cc:** Maria Zintchenko; Rodney Yee; James Francis; Crystal Ho; Merlin Yuen; Stella Gustavson; Julia Murnaghan; Daniel Cicero  
**Subject:** RE: OL - Draft Reports for CoT Review - 29May20

Hi Laura,

Please find attached City of Toronto's comments on the following Ontario Line Draft Early Works reports:

- Draft Early Works Air Quality Memo
- Draft Early Works Noise & Vibration Report
- Draft Early Works Traffic Memo
- Draft Early Works Natural Environment Report.

Comments from Transportation Services, TTC and Parks are anticipated next week. We will update the comment sheet when we receive them. Have a great weekend.

Regards,

**Wole Adetuberu**

Project Coordinator

Transit Expansion Office, City of Toronto

20E - 100 Queen Street West | Toronto | ON M5H 2N2

T: ~~416-338-0390~~ | C: 437-218-5496

---

**From:** [Julia Murnaghan](#)  
**To:** [Laura Witherow](#)  
**Cc:** [Maria Zintchenko](#); [Rodney Yee](#); [James Francis](#); [Crystal Ho](#); [Merlin Yuen](#); [Stella Gustavson](#); [Wole Adetuberu](#); [Daniel Cicero](#)  
**Subject:** RE: OL - Draft Reports for CoT Review - 29May20  
**Date:** Thursday, July 02, 2020 9:08:38 PM  
**Attachments:** [image001.png](#)

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Laura,

I believe that the dates are correct for the Early Works Reports. However, our target date for comments on the Cultural Heritage Environmental Conditions Report is July 8 and July 14<sup>th</sup> for the Traffic & Transportation Environmental Conditions Report. Both are based on the dates the reports were received and the review periods as discussed on May 29.

Please feel free to contact me if you have any further questions or concerns.

Regards,

Julia Murnaghan

---

**From:** Laura Witherow [mailto:Laura.Witherow@metrolinx.com]  
**Sent:** July 2, 2020 2:14 PM  
**To:** Julia Murnaghan <Julia.Murnaghan@toronto.ca>  
**Cc:** Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Stella Gustavson <Stella.Gustavson@toronto.ca>; Wole Adetuberu <Wole.Adetuberu@toronto.ca>; Daniel Cicero <Daniel.Cicero@metrolinx.com>  
**Subject:** RE: OL - Draft Reports for CoT Review - 29May20

Hi Julia,

Yes apologies, you are correct! I've noted we changed the dates on some of these. Please let me know if these early July dates align with yours:

| Report   | Comments back to MX         |
|--|-----------------------------|
| Early Works Report   | July 7 <sup>th</sup> , 2020 |
| Air Quality Early Works Report   | July 3 <sup>rd</sup> , 2020 |
| Noise & Vibration Early Works Report   | July 3 <sup>rd</sup> , 2020 |
| Cultural Heritage Early Works Report   | July 7 <sup>th</sup> , 2020 |
| Sections in Early Works Main Report <ul style="list-style-type: none"><li>• Archaeology</li><li>• Socio-Economic and Land Use</li><li>• Soil &amp; Groundwater</li></ul> | July 7 <sup>th</sup> , 2020 |
| Natural Environment Early Works Report   | July 3 <sup>rd</sup> , 2020 |
| Stage 1 Archaeological Assessment  | July 3 <sup>rd</sup> , 2020 |
| Traffic & Transportation Environmental Conditions  | July 7 <sup>th</sup> , 2020 |

|  |                             |
|--|-----------------------------|
| Report   |                             |
| Cultural Heritage Environmental Conditions Reporting | July 6 <sup>th</sup> , 2020 |

Thank you,

**Laura Witherow**

T: 416.202.7511 C: 647.202.5143

---

**From:** Julia Murnaghan [<mailto:Julia.Murnaghan@toronto.ca>]

**Sent:** July-02-20 1:43 PM

**To:** Laura Witherow

**Cc:** Maria Zintchenko; Rodney Yee; James Francis; Crystal Ho; Merlin Yuen; Stella Gustavson; Wole Adetuberu; Daniel Cicero

**Subject:** RE: OL - Draft Reports for CoT Review - 29May20

Laura,

Based on the date and time the reports were received, the review periods as discussed at May 29 meeting, and the Statutory Holiday on July 1, we are expecting to provide our comments on July 3 and July 7 respectively.

Please feel free to contact me if you have any questions or concerns.

Regards,

Julia Murnaghan

---

**From:** Laura Witherow [<mailto:Laura.Witherow@metrolinx.com>]

**Sent:** July 2, 2020 12:51 PM

**To:** Julia Murnaghan <[Julia.Murnaghan@toronto.ca](mailto:Julia.Murnaghan@toronto.ca)>

**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Stella Gustavson <[Stella.Gustavson@toronto.ca](mailto:Stella.Gustavson@toronto.ca)>; Wole Adetuberu <[Wole.Adetuberu@toronto.ca](mailto:Wole.Adetuberu@toronto.ca)>; Daniel Cicero <[Daniel.Cicero@metrolinx.com](mailto:Daniel.Cicero@metrolinx.com)>

**Subject:** RE: OL - Draft Reports for CoT Review - 29May20

Good Afternoon Julia,

This is just a friendly reminder that we are looking for comments to be provided for the following draft Ontario Line Early Works and Environmental Conditions Reports by end of day today, July 2nd:

- Stage 1 Archaeological Assessment;
- Traffic and Transportation Early Works Memo;
- Natural Environment Early Works Report;
- Noise and Vibration Early Works Report; and
- Air Quality Early Works Memo.

We are also looking for comments to be provided for the following draft Ontario Line Early Works Reports by end of day tomorrow, July 3rd:

- Early Works Report; and
- Cultural Heritage Early Works Report.

Feel free to contact me if you have any questions.

Thank you,

**Laura Witherow**

T: 416.202.7511 C: 647.202.5143

---

**From:** Laura Witherow

**Sent:** June-04-20 12:54 PM

**To:** 'Julia Murnaghan'


**Cc:** Maria Zintchenko; Rodney Yee; James Francis; Crystal Ho; Merlin Yuen; Stella Gustavson; Wole Adetuberu; Daniel Cicero

**Subject:** RE: OL - Draft Reports for CoT Review - 29May20

Good Afternoon Julia,

Thank you for following up - we are now able to provide you the following reports in the download link available below:

- Draft Early Works Air Quality Memo
- Draft Early Works Noise & Vibration Report
- Draft Early Works Traffic Memo
- Draft Early Works Natural Environment Report, and;
- Stage 1 Archaeological Assessments (by segment) – submitted to the MHSTCI on May 29, 2020.

Download here: 

The Draft Early Works Cultural Heritage Report and the Draft Early Works Main Report will be made available to you tomorrow. The City will still have 20 business days to review.

Please let me know if you have any questions or concerns. Thank you!

**Laura Witherow**

T: 416.202.7511 C: 647.202.5143

---

**From:** Julia Murnaghan [<mailto:Julia.Murnaghan@toronto.ca>]

**Sent:** June-04-20 8:50 AM

**To:** Laura Witherow

**Cc:** Maria Zintchenko; Rodney Yee; James Francis; Crystal Ho; Merlin Yuen; Stella Gustavson; Wole Adetuberu

**Subject:** RE: OL - Draft Reports for CoT Review - 29May20

Laura,

Following our EA discussions last Friday, we have received the three OL Existing Conditions draft reports for Natural Environment, Noise & Vibration, Socio-Economic and Land Characterization. These reports have been circulated to the appropriate Divisions for review and, following the specified 20 day review period, we are expecting to provide City comments to Mx by June 26.

Could you please confirm when we are expecting to receive the next group of draft reports, including Stage 1 Archaeology Baseline Condition Report and the various Early Works Reports? And please verify that the 20 day review period will begin once the reports have been received by the City.

Please feel free to contact me if you have any questions or concerns.

Regards,

**Julia Murnaghan**

Senior Project Manager, Transit Expansion Office

~~w. 416.338.5071~~, c. 416.688.4121

[julia.murnaghan@toronto.ca](mailto:julia.murnaghan@toronto.ca)

---

**From:** [Merlin Yuen](#)  
**To:** [Julia Murnaghan](#)  
**Cc:** [Maria Zintchenko](#); [Crystal Ho](#); [Laura Witherow](#); [Nicole Lippa](#); [Stella Gustavson](#); [Wole Adetuberu](#)  
**Subject:** RE: OL - Draft CH Report Sections for CoT Review - June 15, 2020  
**Date:** Tuesday, July 07, 2020 3:00:13 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)

---

No worries Julia – I just saw Laura’s correspondence from last week, apologies for the hassle.

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

**From:** Julia Murnaghan [<mailto:Julia.Murnaghan@toronto.ca>]  
**Sent:** July-07-20 2:59 PM  
**To:** Merlin Yuen  
**Cc:** Maria Zintchenko; Crystal Ho; Laura Witherow; Nicole Lippa; Stella Gustavson; Wole Adetuberu  
**Subject:** RE: OL - Draft CH Report Sections for CoT Review - June 15, 2020

Merlin,

Based on our correspondence with Laura Witherow last week, the City will be submitting our comments on the OL CH Reports by July 8.

Please feel free to contact me if you have any questions or concerns.

Regards,

Julia Murnaghan

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**From:** Merlin Yuen [<mailto:Merlin.Yuen@metrolinx.com>]  
**Sent:** July 7, 2020 1:22 PM  
**To:** Julia Murnaghan <[Julia.Murnaghan@toronto.ca](mailto:Julia.Murnaghan@toronto.ca)>  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>; Nicole Lippa <[Nicole.Lippa@metrolinx.com](mailto:Nicole.Lippa@metrolinx.com)>; Stella Gustavson <[Stella.Gustavson@toronto.ca](mailto:Stella.Gustavson@toronto.ca)>; Wole Adetuberu <[Wole.Adetuberu@toronto.ca](mailto:Wole.Adetuberu@toronto.ca)>  
**Subject:** RE: OL - Draft CH Report Sections for CoT Review - June 15, 2020

Good afternoon Julia – hope you’re doing well.

I wanted to check in on the City’s comments for the Ontario Line Cultural Heritage Report, circulated June 9 and June 15. Noted that the City had some concerns with having the report consolidated however, we wanted to know when comments from the City can be circulated for this report as we were looking for comments to be provided yesterday, July 6.



Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823

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**From:** Merlin Yuen

**Sent:** June-22-20 12:52 PM

**To:** 'Julia Murnaghan'

**Cc:** Maria Zintchenko; Rodney Yee; James Francis; Crystal Ho; Laura Witherow; Nicole Lipppa; Stella Gustavson; Wole Adetuberu

**Subject:** RE: OL - Draft CH Report Sections for CoT Review - June 15, 2020

Good afternoon Julia,

We had clarified that the Existing Conditions Cultural Heritage Report (CHR) has been developed in tandem with the MHSTCI, section by section. Given the schedule for Ontario Line draft report circulation to the public, we thought it'd be best to send sections once agreed with MHSTCI to maximize City review time.

Per the City's request, a consolidated version of the Existing Conditions [CHR](#) can be found [REDACTED] We will address City comments once received. We plan to publish the draft Existing Conditions CHR for public review and comment in mid-late July and would appreciate City comments as soon as these can be provided. Please let us know what your team can accommodate.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823

---

**From:** Julia Murnaghan [<mailto:Julia.Murnaghan@toronto.ca>]

**Sent:** June-18-20 6:04 PM

**To:** Merlin Yuen

**Cc:** Maria Zintchenko; Rodney Yee; James Francis; Crystal Ho; Laura Witherow; Nicole Lipppa; Stella Gustavson; Wole Adetuberu

**Subject:** RE: OL - Draft CH Report Sections for CoT Review - June 15, 2020

Merlin,

We have completed our preliminary reviews of the OL Cultural Heritage Report sections as they have been received, and we have a number of concerns regarding the incomplete condition of the report that the City is being asked to review.

The first round of sections (originally received June 9) required some back and forth to clarify the naming conventions within the zip file as compared to the Section titles, and even after receiving the second round (received on Monday) the report is missing key figures and referenced appendices. In its current condition, this report is not ready for City review. Undertaking a review of the incomplete report, without having the required information and having to review the report two or three times, would place a strain on our already limited resources.

Please provide a complete report that includes all figures and appendices, and where figures and appendices are provided as separate files, they must be appropriately named for easy cross-referencing. Once Mx has provided the complete report, the City will restart our review and we will work with Mx to determine an appropriate review period, starting on the date of the full submission.

Feel free to contact me directly if there is anything you would like to discuss further.

Regards,

**Julia Murnaghan**

Senior Project Manager, Transit Expansion Office

w. 416.338.5071, c. 416.688.4121

[julia.murnaghan@toronto.ca](mailto:julia.murnaghan@toronto.ca)

---

**From:** Merlin Yuen [<mailto:Merlin.Yuen@metrolinx.com>]

**Sent:** June 15, 2020 5:08 PM

**To:** Julia Murnaghan <[Julia.Murnaghan@toronto.ca](mailto:Julia.Murnaghan@toronto.ca)>

**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>; Stella Gustavson <[Stella.Gustavson@toronto.ca](mailto:Stella.Gustavson@toronto.ca)>; Nicole Lippa <[Nicole.Lippa@metrolinx.com](mailto:Nicole.Lippa@metrolinx.com)>

**Subject:** RE: OL - Draft CH Report Sections for CoT Review - June 15, 2020

Good afternoon Julia,

In addition to the Ontario Line Existing Conditions Cultural Heritage Report sections that were circulated to the City last week, please see attached the remaining sections of the report and corresponding comment sheet, including:

- Executive Summary;
- Section 5 - Community Engagement;
- Section 6 - Summary and Next Steps.

Per the previous schedule sent, we're looking for the City's comments to be provided by July 6, 2020.

Please let me know if you have any questions or if there are any difficulties accessing the files.

Thanks,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823

---

**From:** Merlin Yuen  
**Sent:** June-09-20 5:24 PM  
**To:** [julia.murnaghan@toronto.ca](mailto:julia.murnaghan@toronto.ca)  
**Cc:** Maria Zintchenko; Rodney Yee; James Francis; Crystal Ho; Laura Witherow; Stella Gustavson; Nicole Lippa  
**Subject:** RE: OL - Draft CH Report Sections for CoT Review - June 9, 2020

Good afternoon Julia,

In addition to the Ontario Line existing conditions reporting circulated to the City approximately two weeks ago, several sections of the Cultural Heritage Report are ready for the City's review and can be accessed [REDACTED], along with respective comment tracking sheets for each section. Sections included at this time for review include:

- Section 2: Introduction
- Section 3: Approach and Methodology
- Section 4: Existing Conditions Resource Tables (Ontario Line North, South, and West)
- Section 5: Impact Assessment and Mitigation Tables (Ontario Line North, South, and West)

We understand that cultural heritage reports are typically circulated to the City in-full however, for this report, given the size of the study area, large number of cultural heritage properties within the study area, and project review timelines, we've been developing a the report in parts, in collaboration and with the feedback of the Ministry of Heritage, Sport, Tourism, and Culture Industries (MHSTCI). Sections 1, 6, and 7 will be circulated to the City on June 15 for review, as they become available. The following table outlines our circulation schedule for this report and dates we're looking for comments from the City.

As noted in the table, we are currently looking for the City's comments for Sections 2-5 to be provided for end of day, June 29.

| Cultural Heritage Report Section                    | Date to Circulate to City | Date to Receive Comments   |
|---|---------------------------|----------------------------|
| Section 2: Introduction                             | June 9, 2020              | June 29 (15 Business Days) |
| Section 3: Approach and Methodology                 |                           |                            |
| Section 4: Existing Conditions Resource Tables –OLN |                           |                            |
| -OLW  |                           |                            |
| -OLS  |                           |                            |
| Section 5: Impact Assessment/Mitigation Tables      |                           |                            |
| -OLN  |                           |                            |
| -OLW  |                           |                            |
| -OLS  |                           |                            |
|   |                           |                            |

|                                   |              |                                 |
|-----------------------------------|--------------|---------------------------------|
| Section 1: Executive Summary      | Jun 15, 2020 | July 6, 2020 (15 Business Days) |
| Section 6: Community Engagement   |              |                                 |
| Section 7: Summary and Next Steps |              |                                 |

Please let me know if you have any questions or if there are any issues accessing the files.


Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823



---

**From:** [Wole Adetuberu](#)  
**To:** [Merlin Yuen](#)  
**Cc:** [Maria Zintchenko](#); [Rodney Yee](#); [James Francis](#); [Crystal Ho](#); [Laura Witherow](#); [Nicole Lippa](#); [Stella Gustavson](#); [Julia Murnaghan](#)  
**Subject:** RE: OL - Draft CH Report Sections for CoT Review - June 15, 2020 (3 of 3)  
**Date:** Tuesday, July 07, 2020 6:14:39 PM  
**Attachments:** 

---

Hi Merlin,

Please find attached City of Toronto's comments on the Existing Conditions Draft Cultural Heritage Report (CHR) for the Ontario Line.

Have a good evening all.

Regards,

**Wole Adetuberu**

Project Coordinator

Transit Expansion Office, City of Toronto

20E - 100 Queen Street West | Toronto | ON M5H 2N2

~~T: 416-338-0390~~ | C: 437-218-5496



**From:** [Wole Adetuberu](#)  
**To:** [Laura Witherow](#)  
**Cc:** [Maria Zintchenko](#); [Rodney Yee](#); [James Francis](#); [Crystal Ho](#); [Merlin Yuen](#); [Stella Gustavson](#); [Julia Murnaghan](#)  
**Subject:** RE: OL - Draft Reports for CoT Review - 29May20 (2 of 3)  
**Date:** Tuesday, July 07, 2020 6:13:22 PM  
**Attachments:** [REDACTED]

---

Hi Laura,

We received additional comments from Parks on the Existing Conditions reports below. Please see attached revised comment sheet. Updated sheets are highlighted.

Regards,

**Wole Adetuberu**

Project Coordinator

Transit Expansion Office, City of Toronto

20E - 100 Queen Street West | Toronto | ON M5H 2N2

T: ~~416-338-0390~~ | C: 437-218-5496



---

**From:** Wole Adetuberu

**Sent:** June 26, 2020 5:30 PM

**To:** 'Laura.Witherow@metrolinx.com' <Laura.Witherow@metrolinx.com>

**Cc:** 'Maria.Zintchenko@metrolinx.com' <Maria.Zintchenko@metrolinx.com>;

'Rodney.Yee@metrolinx.com' <Rodney.Yee@metrolinx.com>;

'James.Francis@metrolinx.com' <James.Francis@metrolinx.com>;

'Crystal.Ho@metrolinx.com' <Crystal.Ho@metrolinx.com>; 'Merlin Yuen'

<Merlin.Yuen@metrolinx.com>; Stella Gustavson <Stella.Gustavson@toronto.ca>; Julia Murnaghan <Julia.Murnaghan@toronto.ca>

**Subject:** RE: OL - Draft Reports for CoT Review - 29May20

Hello Laura,

Please find attached City of Toronto's comments on the following Ontario Line Draft Existing Conditions reports:

- Draft Natural Environment Report,
- Draft Noise & Vibration Report, and;
- Draft Socio-Economic and Land Characterization Report.

Have a great weekend everyone.

Regards,

**Wole Adetuberu**

Project Coordinator

**From:** [Julia Murnaghan](#)  
**To:** [Laura Witherow](#)  
**Cc:** [Wole Adetuberu](#); [Daniel Cicero](#); [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [Crystal Ho](#); [James Francis](#); [Stella Gustavson](#); [Malcolm MacKay](#)  
**Subject:** RE: OL - Draft EC Air, Traffic and Soil&GW Reporting for City Review  
**Date:** Wednesday, June 24, 2020 3:29:42 PM  
**Attachments:** [image001.png](#)

---

Laura,

We have received the Draft Air Quality Report, Draft Traffic Report and Draft Soil & Groundwater Chapter for circulation and City comments.

Based on the review period as discussed at the May 29 meeting, and noting that July 1 is Canada Day, comments on the AQ and Traffic reports will be provided within 14 business days (by July 14) and the Soil & GW within 20 business days (by July 22).

Please feel free to contact me if you have any questions or concerns.

Regards,

Julia Murnaghan

---

**From:** Laura Witherow [mailto:Laura.Witherow@metrolinx.com]  
**Sent:** June 23, 2020 2:53 PM  
**To:** Julia Murnaghan <Julia.Murnaghan@toronto.ca>  
**Cc:** Wole Adetuberu <Wole.Adetuberu@toronto.ca>; Daniel Cicero <Daniel.Cicero@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; James Francis <James.Francis@metrolinx.com>  
**Subject:** OL - Draft EC Air, Traffic and Soil&GW Reporting for City Review

Good Afternoon Julia,

I believe this to be the last batch of Ontario Line Environmental Conditions reports for the City's review. In the link below, I've included the Draft Air Quality Report, Draft Traffic Report and Draft Soil & Groundwater chapter.

Download here: [\[REDACTED\]](#)

As discussed in our May meeting, we ask that any comments on the Air & Traffic reports please be provided to us by July 7<sup>th</sup>, 2020.

For the Soil & Groundwater chapter, please provide by July 21, 2020.

Please let me know if you have any questions or concerns.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services

**From:** [Wole Adetuberu](#)  
**To:** [Laura Witherow](#)  
**Cc:** [Maria Zintchenko](#); [Rodney Yee](#); [James Francis](#); [Crystal Ho](#); [Merlin Yuen](#); [Stella Gustavson](#); [Julia Murnaghan](#)  
**Subject:** RE: OL - Draft Reports for CoT Review - 29May20  
**Date:** Friday, June 26, 2020 5:30:24 PM  
**Attachments:** [REDACTED]

---

Hello Laura,

Please find attached City of Toronto's comments on the following Ontario Line Draft Existing Conditions reports:

- Draft Natural Environment Report,
- Draft Noise & Vibration Report, and;
- Draft Socio-Economic and Land Characterization Report.

Have a great weekend everyone.

Regards,

**Wole Adetuberu**

Project Coordinator

Transit Expansion Office, City of Toronto

20E - 100 Queen Street West | Toronto | ON M5H 2N2

T: ~~416-338-0390~~ | C: 437-218-5496



**From:** Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>

**Date:** May 29, 2020 at 2:48:02 PM EDT

**To:** Julia Murnaghan <[Julia.Murnaghan@toronto.ca](mailto:Julia.Murnaghan@toronto.ca)>

**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>, Rodney Yee

<[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>, James Francis

<[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>, Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>,

Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>

**Subject:** OL - Draft Reports for CoT Review - 29May20

Good Afternoon Julia,

As a follow up to the meeting held this afternoon between Metrolinx and the City, I've included a download link to three (3) of the Ontario Line Existing Conditions reports. These include:

- Draft Natural Environment Report
- Draft Noise & Vibration Report, and;
- Draft Socio-Economic and Land Characterization Report



Download here:



Please do not hesitate to contact me if you have any issues downloading the reports, this download link will expire in 7 days time.

Thank you (and enjoy your weekend),

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services

130 Adelaide Street W | Toronto | Ontario | M5H 3P5


T: 416.202.7511 C: 647.202.5143



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## **Municipal**

- **Toronto Catholic District  
School Board**

**From:** [Ontario Line](#)  
**To:** ["tomasz.oltarzewski@tcdsb.org"](mailto:tomasz.oltarzewski@tcdsb.org)  
**Cc:** [Laura Witherow](#); [Crystal Ho](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Rodney Yee](#); [James Francis](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:36:00 AM  
**Attachments:**   
[image001.png](#)

---

Good Morning Tomasz,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

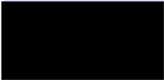
Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services  
130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416.202.7511 C: 647.202.5143



**From:** [Ontario Line](#)  
**To:** ["tomasz.oltarzewski@tcdsb.org"](mailto:tomasz.oltarzewski@tcdsb.org)  
**Cc:** [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Laura Witherow](#); [Merlin Yuen](#); [Crystal Ho](#); [Kuru Satkunanathan](#)  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, June 02, 2020 3:38:00 PM  
**Attachments:** [TCDSB\\_T.Oltarzewski.pdf](#)



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Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Kuru Satkunanathan**

Intern, Environmental Programs & Assessment  
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416-202-1812

## **Municipal**

- **Toronto District School Board**

---

**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>

**Sent:** October 6, 2020 4:43 PM

**To:** Story, Jennifer <Jennifer.Story@tdsb.on.ca>; Ontario Line <ontarioline@metrolinx.com>

**Cc:** Tabuns, Peter <tabunsp@ndp.on.ca>; Cara McCutcheon

<cara@mccutcheoncommunications.com>; Jordan, Karen <Karen.Jordan@tdsb.on.ca>; Sprack, Marc <Marc.Sprack@tdsb.on.ca>

**Subject:** RE: Ontario Line update

Hi Jennifer,

Sorry about that – been a hectic few days! I'm happy to participate in the meeting if you and Principal Jordan would find that helpful. I think it would be good if at least the three of us (others are welcome) connect beforehand to ensure we are all on the same page. We are still a few years away from any Ontario Line work commencing north of Gerrard and details are still being firmed up, but I am happy to come to answer questions and share what we do know. Perhaps we can think of this first discussion as the beginning of a regular touch point between our teams.

Can you send me the details for the October 20 meeting and some times on Friday, October 16 that you are available for a quick pre-meeting?

Looking forward to connecting,  
Josh

**Josh Vandezande**  
**Senior Manager of Community Relations - Ontario Line**  
**Metrolinx: connecting our communities**  
**Mobile: 437-218-5436**

---

**From:** Story, Jennifer <[Jennifer.Story@tdsb.on.ca](mailto:Jennifer.Story@tdsb.on.ca)>

**Sent:** Tuesday, October 06, 2020 1:30 PM

**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Tabuns, Peter <[tabunsp@ndp.on.ca](mailto:tabunsp@ndp.on.ca)>; Cara McCutcheon <[cara@mccutcheoncommunications.com](mailto:cara@mccutcheoncommunications.com)>; Jordan, Karen <[Karen.Jordan@tdsb.on.ca](mailto:Karen.Jordan@tdsb.on.ca)>; Sprack, Marc <[Marc.Sprack@tdsb.on.ca](mailto:Marc.Sprack@tdsb.on.ca)>

**Subject:** Re: Ontario Line update

Josh,

Not sure you got this email below as I haven't heard back. Look forward to hearing from you on request below.

---

**Jennifer Story**

Trustee, Ward 15 Toronto-Danforth

Toronto District School Board

Ph: 416-395-8787

[Web](#) [Twitter](#) [Facebook](#) [Instagram](#)

[Sign up for my newsletter](#)

---

**From:** "Story, Jennifer" <[Jennifer.Story@tdsb.on.ca](mailto:Jennifer.Story@tdsb.on.ca)>

**Date:** Thursday, October 1, 2020 at 4:26 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>, "Tabuns, Peter" <[tabunsp@ndp.on.ca](mailto:tabunsp@ndp.on.ca)>, Cara McCutcheon <[cara@mccutcheoncommunications.com](mailto:cara@mccutcheoncommunications.com)>, "Jordan, Karen" <[Karen.Jordan@tdsb.on.ca](mailto:Karen.Jordan@tdsb.on.ca)>, "Sprack, Marc" <[Marc.Sprack@tdsb.on.ca](mailto:Marc.Sprack@tdsb.on.ca)>

**Subject:** Re: Ontario Line update

Hi Josh

Thanks for your email. As it happens I was just invited, minutes before your email, to the School Council meeting at Pape on October 20. I think it would be very helpful to have you or someone from Metrolinx attend to present and answer questions. Is that possible? MPP Peter Tabuns will also be there. I have a conflict but may try to change my sked to attend as well, especially if you will be able to attend. To that end I've copied in both MPP Tabuns and Cara McCutcheon from the Pape School Council. The Principal, Karen Jordan, and the Superintendent, Marc Sprack is also copied as an FYI.

Please let us all know your availability. Cara can send you details as to timing etc.

Jennifer

---

**Jennifer Story**

Trustee, Ward 15 Toronto-Danforth

Toronto District School Board

Ph: 416-395-8787

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[Sign up for my newsletter](#)

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Date:** Wednesday, September 30, 2020 at 6:08 PM  
**To:** "Story, Jennifer" <[Jennifer.Story@tdsb.on.ca](mailto:Jennifer.Story@tdsb.on.ca)>  
**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Subject:** Ontario Line update

Hello Trustee Story,

I am writing on behalf of Metrolinx and the Ontario Line Community Relations team to share some information about the Ontario Line project in your ward.

Yesterday, we released details about the [Fast segment](#) of the Ontario Line alignment from the Lower Don Bridges to Pape South. Included in these materials is a closer look at the route the Ontario Line will follow and our commitment to minimize any impact on the Pape Avenue Junior Public School. We will keep you and TDSB staff informed of any potential impacts to TDSB properties as we become aware of them. We invite you to reach out with any questions in the meantime.

Sincerely,

Josh Vandezande

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities



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**From:** [Indigenous Relations](#)  
**To:** [Tanya.Senk@tdsb.on.ca](mailto:Tanya.Senk@tdsb.on.ca)  
**Cc:** [Ontario Line](#)  
**Subject:** The Ontario Line project  
**Date:** Friday, September 25, 2020 11:40:54 AM  
**Attachments:** [image003.png](#)

---

Aanii Tanya,

I am writing on behalf of Metrolinx and its Community Relations team for the Ontario Line to share some information about the Ontario Line project and to find out how we can work with your organization as the project moves along.

Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

The proposed Ontario Line will bring 15.5 kilometres of much-needed rapid transit service to Toronto to make it faster and easier for hundreds of thousands of people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition Station/Ontario Place in the southwest with 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines.

Metrolinx is releasing a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. We invite your members to [read our recent blogs](#) and [visit our website](#).

Last week, we also released the [REDACTED] for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. This is open to public feedback until October 17<sup>th</sup>.

Typically, we would be conducting open houses in neighbourhoods along the proposed alignment to meet with the public and discuss these details. However, this round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We would welcome the opportunity to join any planned meetings your group is hosting over the next few months to meet with your group virtually, share more about the Ontario Line and answer any questions you may have.

In the meantime, please encourage your members to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located [here](#).  
Miigwetch!

**Aaron McMillan**


Community Relations Specialist, Indigenous Relations Office

Metrolinx

10 Bay St | Toronto | Ontario | M5J 2W3

C: 416.274.3676



**From:** [Ontario Line](#)  
**To:** ["Cook, Anita"](#)  
**Cc:** [Laura Witherow](#); [Crystal Ho](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Rodney Yee](#); [James Francis](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:37:00 AM  
**Attachments:**   
[image001.png](#)

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Good Morning Anita,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services  
130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416.202.7511 C: 647.202.5143



From: Merlin Yuen <Merlin.Yuen@metrolinx.com>  
Sent: Monday, August 10, 2020 10:05 AM  
To: Cook, Anita  
Cc: Jackson, Carlene; Shaw, Steve; Sage, Daryl; Bolger, Kevin; Maria Zintchenko; Crystal Ho  
Subject: RE: Metrolinx-Ontario Line-TLC Commentary - Toronto District School Board Properties  
Attachments: [REDACTED]

Good morning Anita – hope you had a great weekend.

Please see attached our comment responses to the TDSB's comments to the following Ontario Line Existing Conditions Reports, all received on June 30:

- EC Socio-Economic Report;
- EC Natural Environment Report;
- EC Traffic Report;
- EC Air Quality Report;
- EC Noise and Vibration Report;
- EC Stage 1 Archaeology Report;
- EC Cultural Heritage Report;

Note that this set of comment responses addresses the TDSB's comments for all Existing Conditions Reports, a separate comment responses related to the TDSB's comments relating to Early Works will be issued at a later date.

Please review and let us know if the TDSB's comments have been addressed or if there are any additional comments.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823



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| <b>Review Comments Spreadsheet</b> |               |             |  | <b>* Actions:</b><br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....  |  | <b>** Status:</b><br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete |  |
|------------------------------------|---------------|-------------|--|--|--|---|--|
| <b>Work Plan</b>                   |               |             |  |  |  |   |  |
| <b>Project Name:</b>               |               |             |  | <b>Ontario Line</b>  |  | <b>Revised By:</b>  |  |
| <b>Project No:</b>                 |               |             |  |  |  | <b>Date In:</b>   |  |
|                                    |               |             |  | <b>Socio-Economic and Land Use Environmental Conditions Report</b>   |  | <b>Date Out:</b>  |  |
| Item No.                           | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment   | Response & Details (Authors - )  | Action 1 / 2 / 3* (Authors)   |  |
| 1                                  | TDSB          |             | Socio-Ec EC                            | Student safety is a critical component in any large infrastructure project where active long term construction is in close proximity to a school, notably the preparation and open cut construction for the transit stations and the open pit locations for the tunnelling machines.   | Noted. The revised report will note that TDSB will be engaged during construction planning to confirm mitigation measures  | 1   |  |
| 2                                  | TDSB          |             | Socio-Ec EC                            | The fifteen (15) TDSB schools identified by Metrolinx to be impacted by this project have a combined capacity of over 9,400 students, with the majority of the students walking or using public transit on a daily basis to and from the schools plus numerous school bus drop-off and pick-ups twice daily. Many of these schools also have special needs students in attendance and day care operations that may require specific attention.   | Noted. The revised report will note that TDSB will be engaged during construction planning including considerations for route detours.   | 1   |  |
| 3                                  | TDSB          |             | Socio-Ec EC                            | Potential relocation of existing bus stops that service these schools, either permanently or during the construction period, will impact TDSB students and employees.  | Noted. The revised report will note that TDSB will be engaged during construction planning.  | 1   |  |
| 4                                  | TDSB          |             | Socio-Ec EC                            | The proposed raised monorail system of tracks at certain locations may have significant noise, vibration, and visual impacts to TDSB schools located in close proximity to this style of transit route.  | <p>The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. As project design advances, potential impacts and mitigation measures will be confirmed. These details as well as supporting studies will be included in the Early Works Reports and/or Environmental Impact Assessment Report.</p> <p>The Ontario Line Existing Conditions Noise and Vibration Report documents baseline noise levels, anticipated noise and vibration impacts will be modelled as part of the Environmental Impact Assessment Report, which will be circulated to agencies for review.</p> | 3   |  |
| 5                                  | TDSB          |             | Socio-Ec EC                            | Two TDSB schools, Valley Park Middle School (130 Overlea Boulevard) and Marc Garneau Collegiate Institute (135 Overlea Boulevard) are highly likely to be directly impacted with the proposed design of the transit system. With over 2,500 students plus staff at these two schools, it is imperative to understand that if there is any impact, the schools must still be able to operate as there are no alternative educational buildings within this vicinity for any potential relocation in this densely populated area. (Noise and dust limitation strategies need to be considered) | The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. As project design advances, potential impacts and mitigation measures will be confirmed. These details as well as supporting studies will be included in the Early Works Reports and/or Environmental Impact Assessment Report. Metrolinx will continue to engage with the TDSB/TLC as project planning progresses and more property-specific impacts are known.  | 3   |  |

| <b>Review Comments Spreadsheet</b>            |               |             | <b>* Actions:</b><br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because ..... |  | <b>** Status:</b><br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete  |
|---|---------------|-------------|---|--|--|
| <b>Work Plan</b>                              |               |             |   |  |  |
| <b>Project Name:</b>                          |               |             | <b>Ontario Line</b>   |  | <b>Revised By:</b>   |
| <b>Project No:</b>                            |               |             |   |  | <b>Date In:</b>  |
| <b>Natural Environmental EC and EW Report</b> |               |             |   |  | <b>Date Out:</b>   |
| Item No.                                      | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG#  | Review Comment   | Response & Details (Authors - )  |
| 1   | TDSB          |             | Natural Environmental EC and EW Report  | Potential for significant environmental damages to the Don Valley Corridor and City parks/ravines in the Thorncliffe Park area. Two TDSB schools, Valley Park Middle School (130 Overlea Boulevard) and Marc Garneau Collegiate Institute (135 Overlea Boulevard) will be directly impacted with changes to these sensitive land areas. (These areas also provide for educational opportunities for students.) | <p>This set of comment responses addresses the TDSB's comments regarding the Existing Conditions Reports. A separate comment response for the TDSB's comments on the Early Works Report will be issued at a later date.</p> <p>The purpose of the Natural Environment Existing Conditions Report is to document existing conditions and provide preliminary and example potential effects and mitigation measures to be further evaluated, refined and built on as part of the Environmental Impact Assessment Report to be completed at a later stage, which will conduct a more detailed impact assessment based on preliminary design.</p> <p>Metrolinx acknowledges that TDSB/TLC is interested in parks and ravines near its properties, i.e. Valley Park Middle School, and Marc Garneau Collegiate Institute. Metrolinx will continue to engage with TDSB/TLC as project planning progresses to inform on impacts to natural areas within the Don Valley in proximity to these schools.</p> |
| 2   | TDSB          |             | Natural Environmental EC and EW Report  | Potential drainage and water flow that may impact outdoor school sports fields and arenas.   | As project planning and design progress, potential impacts to TDSB/TLC properties will be identified and mitigated accordingly through the Environmental Impact Assessment Report.   |
| 3   | TDSB          |             | Natural Environmental EC and EW Report  | Dependent upon works, potential drainage or water flow, sewers, etc. at various sites.   | Please see response to Comment #2.   |

|                                    |                      |                    |   |  |   |   |                                       |
|------------------------------------|----------------------|--------------------|---|--|---|---|---------------------------------------|
| <b>Review Comments Spreadsheet</b> |                      |                    |   | <b>* Actions:</b><br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....  |   | <b>** Status:</b><br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete |                                       |
| <b>Work Plan</b>                   |                      |                    |   |  |   |   |                                       |
| <b>Project Name:</b>               |                      |                    |   | <b>Ontario Line</b>  |   | <b>Revised By:</b>  |                                       |
| <b>Project No:</b>                 |                      |                    |   |  |   | <b>Date In:</b>   |                                       |
|                                    |                      |                    |   | <b>Traffic and Transportation Environmental Conditions Report</b>  |   | <b>Date Out:</b>  |                                       |
| <b>Item No.</b>                    | <b>Reviewer Name</b> | <b>Description</b> | <b>Part, Chapter, Sec, Subsec, page, DWG#</b> | <b>Review Comment</b>  | <b>Response &amp; Details (Authors - )</b>  |   | <b>Actions 1 / 2 / 3 (Authors - )</b> |
| 1                                  | TDSB                 |                    | Traffic EC Report                             | <p>This report outlines the potential impacts to traffic, transportation, public transit, cycling, and pedestrian travel from the Ontario Line. The report is incomplete as it is missing some analysis on the Ontario Line South and all of the analysis within the Ontario Line North, areas that have many TDSB schools. In reviewing the potential impacts and solutions, there is no reference to TDSB schools and the high number of students that travel to these schools, primarily walking but also using public transit and vehicles. Extra care and precautions, such as traffic police, crossing guards, construction hoarding, must be taken to ensure student safety during the lengthy construction period. As the actual subway route is unknown, these concerns are intensified the closer the construction is to the school.</p> | <p>The purpose of this report is to provide existing environmental condition information and a preliminary list of anticipated impacts and mitigation measures. As the project design progresses, project-specific impacts will be addressed in the Environmental Impact Assessment Report and mitigation will be prescribed at that time, in accordance with O. Reg. 341/20. A Traffic Management Plan will also be required prior to construction and will mitigate impacts to TLC and TDSB lands, as required, as part of the environmental impact assessment.</p> <p>The revised report will note that TDSB will be engaged during construction planning including considerations for route detours and impacts to school bus stops. The revised report will also note that school safety precautions must be included in future construction management plans.</p> |   | 1                                     |

|  |                      |                    |   |  |  |
|--|----------------------|--------------------|---|--|--|
| <b>Review Comments Spreadsheet</b>       |                      |                    |   | <b>* Actions:</b><br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....  | <b>** Status:</b><br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete            |
| <b>Work Plan</b>                         |                      |                    |   |  |  |
| <b>Project Name:</b>                     |                      |                    |   | <b>Ontario Line</b>  | <b>Revised By:</b>   |
| <b>Project No:</b>                       |                      |                    |   |  | <b>Date In:</b>  |
| <b>Stage 1 Archaeological Assessment</b> |                      |                    |   |  | <b>Date Out:</b>   |
| <b>Item No.</b>                          | <b>Reviewer Name</b> | <b>Description</b> | <b>Part, Chapter, Sec, Subsec, page, DWG#</b> | <b>Review Comment</b>  | <b>Response &amp; Details (Authors - )</b>   |
| 1  | TDSB                 |                    | Stage 1 AA                                    | There are potentially a number of TDSB schools located within the study areas. Should it be determined that onsite studies are required on any TDSB property, such as a Phase 2 or Phase 3 Archeological Study, please be advised that Metrolinx and/or its contractors will require approval and the execution of a temporary access agreement, prior to entry and works. Please contact TLC with a list of any TDSB schools that require further archeology study. (TLC will require receipt of all studies and reports relating to TDSB sites.) | Acknowledged - MX will advise TDSB of any areas requiring further work for archaeology and circulate reports relating to TDSB sites. |

| Review Comments Spreadsheet                       |               |             |  | <b>* Actions:</b><br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....  | <b>** Status:</b><br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete   |
|---|---------------|-------------|--|--|---|
| Work Plan   |               |             |  |  |   |
| Project Name: Ontario Line                        |               |             |  | Revised By:  |   |
| Project No:                                       |               |             |  | Date In:   |   |
| Cultural Heritage Environmental Conditions Report |               |             |  | Date Out:  |   |
| Item No.  | Reviewer Name | Description | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment   | Response & Details (Authors - )   |
| 1   | TDSB          |             | CH EC                                  | <p>This report outlines that there is the potential for cultural and/or heritage impacts at the following TDSB schools:</p> <ul style="list-style-type: none"> <li>☐ OLN-008 – Gateway Boulevard Public School – 55 Gateway</li> <li>☐ OLN-018 – William Burgess Public School – 100 Torrens Avenue</li> <li>☐ OLN-004 – Jones Avenue School – 540 Jones Avenue</li> <li>☐ OLS-011 – Pape Avenue Jr. Public School – 220 Langley Avenue</li> <li>☐ OLW087 – Brant Street Public School – 20 Brant Street</li> </ul> <p>The report mentions that these schools are not anticipated to be impacted by this project based on the preliminary design but there is potential for surface/above/below grade tracks in the vicinity and vibration. The report cautions that the project design is not finalized and there is the potential for significant impacts to these schools if the route changes, including property takings, encroachments, easements, and in the most severe case the demolition of the school.</p> <p>TLC supports the recommendation from this report that the Ontario Line project route should avoid TDSB schools wherever possible. The above mentioned schools have a capacity of over 2,500 students and any recommendation or decision regarding impacts to TDSB schools should involve discussions with TLC and TDSB to ensure that the school can continue to effectively deliver its education program and the safety of the students.</p> | <p>The Cultural Heritage Report has not been based off a route/alignment, rather it documents all known and potential heritage properties in a broad Ontario Line Study Area. Impact scenarios have been outlined including a range of potential impacts from 'no impact' to 'demolition'. Once a route has been selected and/or detailed design is underway, Metrolinx and Project Co. will refine the project-specific impacts and mitigation, which will be documented in a Heritage Detailed Design Report. At this time, specific impacts as a result of the project are not known. Where possible, Metrolinx will avoid TLC and TDSB lands. However, where impacts are anticipated, Metrolinx will continue to consult with TDSB and TLC.</p> |



|  |                      |                    |   |   |  |
|--|----------------------|--------------------|---|---|--|
| <b>Review Comments Spreadsheet</b>                 |                      |                    |   | <b>* Actions:</b><br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....   | <b>** Status:</b><br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete  |
| <b>Work Plan</b>                                   |                      |                    |   |   |  |
| <b>Project Name:</b>                               |                      |                    |   | <b>Ontario Line</b>   | <b>Revised By:</b>   |
| <b>Project No:</b>                                 |                      |                    |   |   | <b>Date In:</b>  |
| <b>Air Quality Environmental Conditions Report</b> |                      |                    |   |   | <b>Date Out:</b>   |
| <b>Item No.</b>                                    | <b>Reviewer Name</b> | <b>Description</b> | <b>Part, Chapter, Sec, Subsec, page, DWG#</b> | <b>Review Comment</b>   | <b>Response &amp; Details (Authors - )</b>   |
| 1  | TDSB                 |                    | EC and EW AQ                                  | <div>☑ Increased traffic congestion around some of the schools will impact pollution levels for the student community and TDSB employees.</div> <div>☑ Use of heavy machinery and large scale construction methods such as digging, concrete pours, dump trucks will significantly impact pollution levels at nearby schools. Students may need to stay inside and not open windows during long periods of this construction phase.</div> <div>☑ Inability to play during outdoor periods due to high level of pollution.</div> | The purpose of the Existing Conditions Air Quality Report is to assess baseline air quality conditions within the Ontario Line Study Area and provide preliminary impact assessment and mitigation. Project-specific impacts will be examined through the environmental impact assessment report (EIAR) with additional mitigation being prescribe to address air quality impacts resulting from the project including but not limited to increased traffic congestion around construction sites, and use of construction equipment. |

|  |                      |                    |   |   |   |
|--|----------------------|--------------------|---|---|---|
| <b>Review Comments Spreadsheet</b>                         |                      |                    |   | <b>* Actions:</b><br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....   | <b>** Status:</b><br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete   |
| <b>Work Plan</b>   |                      |                    |   |   |   |
| <b>Project Name:</b>                                       |                      |                    |   | <b>Ontario Line</b>   |   |
| <b>Project No:</b>   |                      |                    |   | <b>Revised By:</b>  |   |
|  |                      |                    |   | <b>Date In:</b>   |   |
|  |                      |                    |   | <b>Date Out:</b>  |   |
| <b>Noise and Vibration Environmental Conditions Report</b> |                      |                    |   |   |   |
| <b>Item No.</b>  | <b>Reviewer Name</b> | <b>Description</b> | <b>Part, Chapter, Sec, Subsec, page, DWG#</b> | <b>Review Comment</b>   | <b>Response &amp; Details (Authors - )</b>  |
| 1  | TDSB                 |                    | EC and EW N&V                                 | <input checked="" type="checkbox"/> Health concerns due to noise, vibration issues to the schools during the tunnelling phase of the project and during the construction of the transit stations.<br><input checked="" type="checkbox"/> Inability to play during outdoor periods due to high level of noise.<br><input checked="" type="checkbox"/> Impact on required student concentration eg. Exam time | The purpose of the Existing Conditions Noise and Vibration Report is to assess baseline noise and vibration conditions within the Ontario Line Study Area and provide preliminary impact assessment and mitigation. Project-specific impacts will be examined through the environmental impact assessment report (EIAR) with additional mitigation being prescribe to address air quality impacts resulting from the project at locations identified as sensitive receptors, including schools. |

**From:** [Merlin Yuen](#)  
**To:** [Cook, Anita](#)  
**Cc:** [Jackson, Carlene](#); [Shaw, Steve](#); [Sage, Daryl](#); [Bolger, Kevin](#); [Pam Foster](#); [Crystal Ho](#)  
**Subject:** RE: Metrolinx-Ontario Line-TLC Commentary - Toronto District School Board Properties  
**Date:** Friday, July 17, 2020 3:24:48 PM  
**Attachments:** [image001.png](#)

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Hi Anita – thank you for providing this letter noting TLC’s comments on the Ontario Line Project. We will be reviewing and providing response shortly.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823



---

**From:** Cook, Anita [<mailto:ACook.TLC@tdsb.on.ca>]  
**Sent:** July-07-20 4:46 PM  
**To:** Merlin Yuen  
**Cc:** Jackson, Carlene; Shaw, Steve; Sage, Daryl; Bolger, Kevin; Pam Foster; Crystal Ho  
**Subject:** Metrolinx-Ontario Line-TLC Commentary - Toronto District School Board Properties

Hello Merlin,

Please find attached the TLC comments, as agent and manager of the Toronto District School Board real estate for the reports submitted on the proposed Ontario Line.

Should you have any questions, please contact me at your convenience.

We look forward to meeting with you and the school communities in the future.

Regards,


Anita

**Anita Cook, MBA, CRA, P.App | Executive Manager, Real Estate & Leasing | Toronto Lands Corporation (TLC)**

**A wholly owned subsidiary of the Toronto District School Board**

60 St. Clair Ave. East, Suite 201 Toronto, ON M4T 1N5

T: cell : 416-573-2716 | [acook.tlc@tdsb.on.ca](mailto:acook.tlc@tdsb.on.ca) | [www.torontolandscorp.com](http://www.torontolandscorp.com)

**From:** [Merlin Yuen](#)  
**To:** [Cook, Anita](#)  
**Cc:** [Maria Zintchenko](#); [Laura Witherow](#); [Bolger, Kevin](#); [Crystal Ho](#); [Ontario Line](#)  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, July 07, 2020 2:29:00 PM  
**Attachments:** 

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Good afternoon Anita – just wanted to check-in on those comments from TDSB, are we still on track to receive these for this afternoon?

Regards,

**MERLIN YUEN**

T: 416.202.7353 C: 647.241.0823

---

**From:** Cook, Anita [mailto:ACook.TLC@tdsb.on.ca]  
**Sent:** July-02-20 1:00 PM  
**To:** Ontario Line  
**Cc:** James Francis; Rodney Yee; Maria Zintchenko; Laura Witherow; Merlin Yuen; Bolger, Kevin; Crystal Ho  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Hello Crystal,

We are working on those comments at this time and will have them to you if not this week, next Monday or Tuesday at the latest.

Appreciate if you would oblige for a couple of days late as numerous schools are potentially impacted.

Thank you

Anita

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**From:** Ontario Line [mailto:ontarioline@metrolinx.com]  
**Sent:** July 2, 2020 12:47 PM  
**To:** Cook, Anita  
**Cc:** James Francis; Rodney Yee; Maria Zintchenko; Laura Witherow; Merlin Yuen; Bolger, Kevin; Crystal Ho  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good afternoon Anita,

This is just a friendly reminder that we are looking for comments be provided for the following draft Ontario Line Early Works and Environmental Conditions Reports by end of day today, July 2<sup>nd</sup>:

- Natural Environment Environmental Conditions Report;
- Noise and Vibration Environmental Conditions Report;

- Socio-Economic and Land Use Characteristics Environmental Conditions Report;
- Air Quality Early Works Memo;
- Natural Environment Early Works Report;
- Noise and Vibration Early Works Report; and
- Traffic and Transportation Early Works Memo.

We are also looking for comments to be provided for the following draft Ontario Line Early Works Reports by end of day tomorrow, July 3<sup>rd</sup>:

- Early Works Report; and
- Cultural Heritage Early Works Report.

Feel free to contact me if you have any questions.

Thank-you,

### **Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548




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**From:** Ontario Line

**Sent:** Wednesday, June 24, 2020 1:13 PM

**To:** 'Cook, Anita'

**Cc:** James Francis; Rodney Yee; Maria Zintchenko; Laura Witherow; Merlin Yuen; 'Bolger, Kevin'; Crystal Ho

**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good afternoon Anita,

Please find [REDACTED] the following draft Ontario Line Environmental Conditions reports and corresponding comment tracking sheets for your review.

- Stage 1 Archaeology Assessment Report (North, South, West); and
- Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment.

We are currently looking for comments to be provided for the Archaeology report by **July 22, 2020** and for the Cultural Heritage Report, we are looking for comments to be provided by **July 11, 2020**.

Let me know if you have any questions or concerns with the timelines.

Thank-you,

### **Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment

130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



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**From:** Ontario Line  
**Sent:** Tuesday, June 23, 2020 3:01 PM  
**To:** 'Cook, Anita'  
**Cc:** James Francis; Rodney Yee; Maria Zintchenko; Laura Witherow; Merlin Yuen; 'Bolger, Kevin'; Crystal Ho  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good afternoon Anita,

Please find [REDACTED] the following draft Ontario Line Environmental Conditions reports and corresponding comment tracking sheets for your review:

| Draft Environmental Conditions Report  | Date Comments Requested by   |
|--|------------------------------|
| <ul style="list-style-type: none"><li>Air Quality Report</li><li>Traffic and Transportation Report</li></ul> | July 10 <sup>th</sup> , 2020 |
| <ul style="list-style-type: none"><li>Soil &amp; Groundwater Chapter</li></ul>                               | July 21 <sup>st</sup> , 2020 |

As noted in the table above, we are looking for comments by **July 10<sup>th</sup>** for the Air Quality and Traffic reports, and by **July 21<sup>st</sup>** for the Soil & Groundwater Chapter. Let me know if you have any questions or issues with accessing the files.

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



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**From:** Crystal Ho  
**Sent:** Tuesday, June 16, 2020 3:03 PM  
**To:** 'Cook, Anita'  
**Cc:** James Francis; Rodney Yee; Maria Zintchenko; Laura Witherow; Merlin Yuen; Bolger, Kevin  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good afternoon Anita,

Section 3 (Existing Environmental Conditions) and Section 4 (Preliminary Potential Impacts and

Mitigation Measures) will summarize the content presented in the technical Environmental Conditions reports circulated to you for review on June 4<sup>th</sup> (Natural Environment, Noise & Vibration and Socio-Economic and Land Use Characteristics); with the remaining technical reports anticipated to be circulated on June 23<sup>rd</sup>. These sections were left intentionally blank to avoid stakeholders being asked to review duplicative content, and will be completed – and reflect stakeholder comments on the technical reports - in the Draft Environmental Conditions Report for agency and public review. This should have been reflected in the draft report you received – apologies for not making this clear. The draft you received focuses on the Ontario Line Subway Project purpose, background, study area, study process, and potentially required permits and approvals.

Please let me know if you have any further questions.

Regards,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



---

**From:** Cook, Anita [<mailto:ACook.TLC@tdsb.on.ca>]

**Sent:** Tuesday, June 16, 2020 9:17 AM

**To:** Crystal Ho

**Cc:** James Francis; Rodney Yee; Maria Zintchenko; Laura Witherow; Merlin Yuen; Bolger, Kevin

**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Hello Crystal,

After reviewing this report, I am unable to find any detailed information that we could provide commentary. Section 3 is to discuss existing condition; Section 4 on potential impacts and mitigation measures – yet there is no information.

Please advise.

Thank you

Anita

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**From:** Crystal Ho [<mailto:Crystal.Ho@metrolinx.com>]

**Sent:** June 15, 2020 2:53 PM

**To:** Cook, Anita

**Cc:** James Francis; Rodney Yee; Maria Zintchenko; Laura Witherow; Merlin Yuen; Crystal Ho

**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good afternoon Anita,

Please find [REDACTED] the following Ontario Line draft report and corresponding comment tracking sheet for your review:

- Draft Environmental Conditions Report.

If you could please provide your comments on the above draft report **by end of day July 10<sup>th</sup>**, that would be greatly appreciated. Let me know if you have any questions or issues with accessing the files.

Thank-you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



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**From:** Ontario Line

**Sent:** Friday, June 05, 2020 5:24 PM

**To:** Cook, Anita

**Cc:** James Francis; Rodney Yee; Maria Zintchenko; Laura Witherow; Merlin Yuen; Crystal Ho; Kuru Satkunanathan

**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good afternoon Anita,

In addition to the reports sent yesterday, the following Ontario Line documents are available for your review. The reports and corresponding comment tracking sheets can be accessed [REDACTED].

- Draft Early Works Report; and
- Draft Cultural Heritage Early Works Report.

Please provide any comments on the above draft reports by end of day **July 3<sup>rd</sup>**. Let me know if you have any questions or issues with accessing the files.

Thank you,

**Kuru Satkunanathan**

Intern, Environmental Programs & Assessment  
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416-202-1812

---

**From:** Ontario Line

**Sent:** June-04-20 6:20 PM

**To:** 'Cook, Anita' <[ACook.TLC@tdsb.on.ca](mailto:ACook.TLC@tdsb.on.ca)>

**Cc:** James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>;  
Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Laura Witherow  
<[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Kuru



Satkunanathan <[Kuru.Satkunanathan@metrolinx.com](mailto:Kuru.Satkunanathan@metrolinx.com)>

**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good afternoon Anita,

Please find [REDACTED] the following Ontario Line draft reports and memorandums, and corresponding comment tracking sheet for your review:

Ontario Line Existing Conditions (EC)

- Natural Environment Report
- Noise and Vibration Report
- Socio-Economic Report

Ontario Line Early Works (EW)

- Air Quality Impact Assessment Memo
- Natural Environment Report
- Noise and Vibration Report
- Traffic Memo

If you could please provide your comments on the above draft reports and memorandums **by end of day July 2<sup>nd</sup>**, that would be greatly appreciated.

Let me know if you have any questions or issues with accessing the files.

Sincerely,

**Kuru Satkunanathan**

Intern, Environmental Programs & Assessment  
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416-202-1812

---

**From:** Cook, Anita <[ACook.TLC@tdsb.on.ca](mailto:ACook.TLC@tdsb.on.ca)>

**Sent:** June-02-20 5:13 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Hello,


Yes, all documentation and requests with regards to Ontario Line, all Metrolinx projects should be sent directly to me, at:

**Anita Cook, MBA, CRA, P.App | Senior Manager, Real Estate | Toronto Lands Corporation (TLC)**

A wholly owned subsidiary of the Toronto District School Board

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**From:** [Ontario Line](#)  
**To:** [Cook, Anita](#)  
**Cc:** [James Francis](#); [Rodney Yee](#); [Maria Zintchenko](#); [Laura Witherow](#); [Merlin Yuen](#); [Bolger, Kevin](#); [Crystal Ho](#)  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Thursday, July 02, 2020 1:38:17 PM  
**Attachments:** 

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Hi Anita,

Thanks for letting me know. We will be anticipating your comments by next Tuesday latest, as noted. We are looking forward to receiving your comments.

Regards,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment  
130 Adelaide St West | Toronto | Ontario | M5H 3P5  
T: 416-202-7109 C: 437-225-6548



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**From:** Cook, Anita [<mailto:ACook.TLC@tdsb.on.ca>]  
**Sent:** Thursday, July 02, 2020 1:00 PM  
**To:** Ontario Line  
**Cc:** James Francis; Rodney Yee; Maria Zintchenko; Laura Witherow; Merlin Yuen; Bolger, Kevin; Crystal Ho  
**Subject:** RE: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Hello Crystal,

We are working on those comments at this time and will have them to you if not this week, next Monday or Tuesday at the latest.

Appreciate if you would oblige for a couple of days late as numerous schools are potentially impacted.

Thank you

Anita

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**From:** Ontario Line [<mailto:ontarioline@metrolinx.com>]  
**Sent:** June 2, 2020 4:21 PM  
**To:** Cook, Anita  
**Subject:** FW: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good Afternoon Anita,

Please see the email below in regards to the Ontario Line. The original email sent to Erica Pallotta was bounced back. Please let us know if you are the appropriate TDSB/TLC contact for this project.

Thank you

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**From:** Ontario Line  
**Sent:** June-02-20 3:41 PM  
**To:** 'erica.pallotta@tdsb.on.ca' <[erica.pallotta@tdsb.on.ca](mailto:erica.pallotta@tdsb.on.ca)>  
**Cc:** James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Kuru Satkunanathan <[Kuru.Satkunanathan@metrolinx.com](mailto:Kuru.Satkunanathan@metrolinx.com)>  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Kuru Satkunanathan**

Intern, Environmental Programs & Assessment  
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416-202-1812

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

## **Technical Stakeholders**

- **Conservation Authorities**
  - **Toronto and Region  
Conservation Authority**

## **Conservation Authorities**

- **Toronto and Region  
Conservation Authority**



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**From:** Merlin Yuen  
**Sent:** November-28-20 12:07 AM  
**To:** 'Margie Akins'; Renee Afoom-Boateng  
**Cc:** Rodney Yee; Maria Zintchenko; Crystal Ho; James Francis  
**Subject:** RE: Ontario Line - Notice of Draft Environmental Conditions Report (TRCA CFN 62384)

Good morning Margie and Renee,

Thank you for providing comments to the Ontario Line Draft Environmental Conditions Report. Please see attached comment responses to the comments provided. We understand that three attachments were provided, including one documenting previous TRCA comments; this set has been recirculated earlier in the evening as part of the early works comment response.

Please review and let us know if any additional questions on the responses, or if we can consider this set as closed-out.

We look forward to continuing to engage the TRCA as the project progresses to share details on project planning.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823



| Review Comments Spreadsheet               |            |               |  | * Actions:<br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....  | ** Status:<br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete  |
|---|------------|---------------|--|---|---|
| Ontario Line - Environmental Conditions R |            |               |  | Project Name: Ontario Line Environmental Conditions Report  | Revised By:   |
| Project No:                               |            |               |  |   | Date In:  |
|   |            |               |  |   | Date Out:   |
| Item No.                                  | Discipline | Reviewer Name | Part, Chapter, Sec, Subsec, page, DWG#                   | Review Comment  | Response & Details (Authors - )   |
| 1   |            | TRCA          | Area 1: Lower Don River Realigned Richmond Hill Corridor | 1a. The Ontario Line tracks will meet grade at the Don Yard, which will require a permanent shift of the Richmond Hill GO corridor further north. Metrolinx has stated that impacts to the WDFPL are not anticipated. However, TRCA staff has concerns that the space limitations of this area may make impacts unavoidable, as the conceptual design presentation identified staging and storage areas on the FPL. | A floodplain impact assessment will be conducted following TRCA Guidelines during detailed design. Metrolinx will continue to consult with TRCA as information is available to ensure concerns are addressed.     |
| 2   |            | TRCA          | Area 1: Lower Don River Realigned Richmond Hill Corridor | 1b. Flooding remains a main concern for a large part of the Richmond Hill GO corridor. In this section of the corridor, the Don River floods above the 350-year storm event. As TRCA will not support flood plain impacts resulting from the proposed works, mitigation measures may need to be considered.   | To confirm impacts and mitigation, a floodplain impact assessment will be conducted following TRCA Guidelines during detailed design.   |
| 3   |            | TRCA          | Area 1: Lower Don River Realigned Richmond Hill Corridor | 1c. The project requires a shifting in the alignment of the Richmond Hill Line. In designing the realignment, it will be important to avoid impacting the WDFPL.  | Comment noted. Metrolinx will discuss any potential impacts to the WDFPL as part of ongoing consultation with TRCA .  |
| 4   |            | TRCA          | Area 1: Lower Don River Realigned Richmond Hill Corridor | 1d. Most lands adjacent to the Richmond Hill GO Corridor are owned by TRCA. Should the realignment of the corridor extend beyond the Metrolinx right-of-way, a length of approximately 550 metres of TRCA land has the potential to be impacted.  | Comment noted. Metrolinx will discuss any potential impacts to the TRCA land as part of ongoing consultation with TRCA.   |
| 5   |            | TRCA          | Area 1: Lower Don River Realigned Richmond Hill Corridor | 1e. TRCA staff is concerned about any potential impacts to Corktown Common, a popular public space amenity in an urban core area with limited nearby greenspace access, managed by the City of Toronto.   | Comment noted. Metrolinx will discuss any potential impacts to Corktown Common as part of ongoing consultation with the City of Toronto and TRCA.   |
| 6   |            | TRCA          | Area 5: Upper Don River Milwood/Minton Crossing          | 5a. Piers placed within the valley corridor could create hydraulic restrictions. Additional flood plain impacts must be avoided.  | Comment noted. A floodplain impact assessment will be conducted following TRCA Guidelines during detailed design once pier configuration and other detailed bridge design information is available.               |
| 7   |            | TRCA          | Area 5: Upper Don River Milwood/Minton Crossing          | 5b. Based on preliminary information, upwards of 6,000 m² of valley slope surface may be altered, with a potential need for additional engineered solutions to stabilize slope alterations.   | Comment noted. Metrolinx will discuss any potential impacts to the valley slopes as part of ongoing consultation with TRCA.   |
| 8   |            | TRCA          | Area 5: Upper Don River Milwood/Minton Crossing          | 5c. In total, approximately 27 hectares of natural cover will be impacted within this area including 2 wetland features and a high priority stream.   | Comment noted. Impacts to natural cover will be studied as project design progresses and addressed in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20. |

| Item No. | Discipline | Reviewer Name | Part, Chapter, Sec, Subsec, page, DWG#                                    | Review Comment   | Response & Details (Authors - )   |
|----------|------------|---------------|---|--|---|
| 9        |            | TRCA          | Area 5: Upper Don River Milwood/Minton Crossing                           | <b>5d.</b> The proposed alignment fragments the priority areas for habitat connectivity and wildlife movement for species needing to move between forests (60 ha) and wetlands (17 ha). Additional impacts of railways in terms of noise and light pollution are expected, which will ultimately affect the ecological functions of the surrounding habitat and wildlife.  | Comment noted. Impacts to the natural environment, including habitat connectivity and wildlife, will be studied as the project planning and design progress and discussed in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20.  |
| 10       |            | TRCA          | Area 5: Upper Don River Milwood/Minton Crossing                           | <b>5e.</b> TRCA data of species found within this area, includes 14 flora and 14 fauna regional and urban species of concern, and 1 ELC vegetation community of concern, covering about 1.8 hectares.  | Records included in the Environmental Conditions Report include only those located specifically within the boundaries of the Millwood Road Area of Investigation as shown in Figure 3-5a of the ECR. These records were obtained from Flora Species for Entire TRCA Jurisdiction (TRCA, 2020)   |
| 11       |            | TRCA          | Area 5: Upper Don River Milwood/Minton Crossing                           | <b>5f.</b> In order to better avoid, minimize or mitigate impacts on the natural heritage, as well as to determine portal and pier placement, complete natural heritage surveys on flora, fauna and vegetation community as well as tree inventories should be conducted. As avoidance, minimization and mitigation may not be possible, compensation will be required and will be addressed at the VPR stage when impacts are quantified. | Comment noted. Section 5.1 of the Draft ECR notes that future tree surveys will be conducted to inform compensation for trees, and will follow Metrolinx's Vegetation Guideline (2020) as well as other applicable by-laws and regulations. More detail regarding Project-specific impacts and mitigation will be provided in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20. |
| 12       |            | TRCA          | Area 5: Upper Don River Milwood/Minton Crossing                           | <b>5g.</b> The proposed line crosses TRCA-owned, City of Toronto-managed property, Crothers Woods. The area is a popular mountain biking destination and includes sections of the existing Don Mills/Lower Don Recreational Trail as well as part of the regional trail network, The Great Trail (formerly known as the Trans Canada Trail), and the Pan Am Path.  | Comment noted. Project-specific impacts and refined mitigation measures will be determined as project design is advanced, and outlined in the Environmental Impact Assessment Report. Potential impacts to trails will be captured under Traffic & Transportation, and potential impacts to parks/community amenities under Socio-Economic and Land Use Characteristics.  |
| 13       |            | TRCA          | Area 6: Upper Don River Maintenance and Storage Facility (Wicksteed Site) | <b>6a.</b> Metrolinx has completed geotechnical and geomorphological analyses to confirm the Long-Term Stable Top of Slope (LTSTOS) and used this information to define the development limit for the MSF and avoid or minimize encroachments onto the slope. This design is still in the conceptual stages as further design and assessment work is needed.   | Comment noted. Metrolinx will continue to consult with TRCA as more information is available to ensure any impacts are appropriately mitigated.   |
| 14       |            | TRCA          | Area 6: Upper Don River Maintenance and Storage Facility (Wicksteed Site) | <b>6b.</b> The MSF will require encroachment on the south top of slope and the west end of the south valley, but direct impacts on most of the south valley will be avoided. Encroachment into the south valley will be a maximum of 20 metres on both sides of Beth Neilson Drive. Erosion prevention measures will include a retaining wall (of up to 10 metres) and soil nails in the upper 14 metres of the slope.                     | Comment noted. Metrolinx will incorporate this information as the project planning and design advance. Project-specific impacts and mitigation will be confirmed as design progresses, and addressed in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20.   |




| Item No. | Discipline | Reviewer Name | Part, Chapter, Sec, Subsec, page, DWG#                                    | Review Comment  | Response & Details (Authors - )   |
|----------|------------|---------------|---|---|---|
| 15       |            | TRCA          | Area 6: Upper Don River Maintenance and Storage Facility (Wicksteed Site) | <p><b>6c.</b> Northeast to East Slope:</p> <p>i. Metrolinx is seeking to avoid impacting the slope at this area and are exploring engineering options to avoid slope disturbance. If such a solution is feasible for this site, then the disturbed valley wall surface for the northeast to east will be minimal (close to zero); however, the proposed risk mitigation strategy has not been fully assessed to-date and as a result, other options may be required. Should a design change be necessary, to provide the adequate level of stability acceptable to TRCA in terms of factor of safety, there is the potential for the removal of slope vegetation for this valley wall slope (up to approximately 35000 m<sup>2</sup> for the northeast to east boundary).</p> <p>ii. For the section of slope where the watercourse meanders close to the slope, channel works may also be needed to prevent toe erosion and not trigger further long-term instability. The additional disturbance to the valley corridor could be 100 to 200 m of the length of the watercourse, particularly at the middle section of the northeast to east slope.</p> <p>iii. TRCA has two slope treatment structures next to this area on Wicksteed Avenue. Experience has shown that stormwater runoff is creating serious gullying along the slope, leading to failure of TRCA slope drain systems in place to offset runoff.</p> | Comment noted. Metrolinx will incorporate this information as the project planning and design advance. Project-specific impacts and mitigation will be confirmed as design progresses, and addressed in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20. |
| 16       |            | TRCA          | Area 6: Upper Don River Maintenance and Storage Facility (Wicksteed Site) | <p><b>6d.</b> South Slope:</p> <p>i. Based on what has been presented to TRCA, the south slope may need to be altered and reconstructed to accommodate the proposed works. Stabilization methods include retaining walls (potentially 10 m high), soil nailing and slope reconstruction by infilling or creating a berm. In those scenarios, the majority of the slope segment will need to be disturbed to either accommodate the proposed footprint or to facilitate the temporary means for a safe construction (i.e., temporary excavations and/or alterations to create a construction work area for machinery and installation equipment).</p> <p>ii. The detailed design information has not yet been provided for the earthworks and engineering. The potential disturbance of the valley wall in the south slope area is approximately 25,000 m<sup>2</sup>.</p>   | Comment noted. Metrolinx will incorporate this information as the project planning and design advance. Project-specific impacts and mitigation will be confirmed as design progresses, and addressed in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20. |
| 17       |            | TRCA          | Area 6: Upper Don River Maintenance and Storage Facility (Wicksteed Site) | <b>6e.</b> A total of 23 ha of natural cover may be directly impacted, including 5 wetland features, 12 ha of areas designated as ANSI and 7.5 ha of ESA.   | Project-specific impacts will be confirmed as design progresses, and addressed in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20.   |
| 18       |            | TRCA          | Area 6: Upper Don River Maintenance and Storage Facility (Wicksteed Site) | <b>6f.</b> In terms of biodiversity there are 34 flora species of concern, 12 fauna species of concern, and 4 ELC vegetation communities of concern that may be impacted.   | Project-specific impacts will be confirmed as design progresses, and addressed in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20.   |
| 19       |            | TRCA          | Area 6: Upper Don River Maintenance and Storage Facility (Wicksteed Site) | <b>6g.</b> This section is also identified as the priority areas for habitat connectivity and wildlife movement for species needing to move between forests (26 ha) and between forests and wetlands (18 ha).   | Comment noted. Impacts to the natural environment, including habitat connectivity and wildlife, will be studied as the project plannign and design proddress and discussed in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20.                           |

| Item No. | Discipline | Reviewer Name | Part, Chapter, Sec, Subsec, page, DWG#                                    | Review Comment  | Response & Details (Authors - )  |
|----------|------------|---------------|---|---|--|
| 20       |            | TRCA          | Area 6: Upper Don River Maintenance and Storage Facility (Wicksteed Site) | <b>6h.</b> Additional impacts of railways in terms of noise and light pollution are expected, which will ultimately affect the ecological functions of the surrounding habitat and wildlife. Though these cannot be estimated quantitatively without further design details, careful consideration should be given to these impacts and their mitigation.   | Comment noted. Impacts to the natural environment will be studied as the project planning and design proddress, and discussed in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20.   |
| 21       |            | TRCA          | Area 6: Upper Don River Maintenance and Storage Facility (Wicksteed Site) | <b>6i.</b> The slope stabilization engineering works will limit the options for replanting and constrain any the potential to restore parts of the slope face with mature trees. This will cause permanent impacts to this ecologically significant area.   | Comment noted. Impacts to the natural environment will be studied as the project planning and design proddress, and discussed in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20.   |
| 22       |            | TRCA          | Area 6: Upper Don River Maintenance and Storage Facility (Wicksteed Site) | <b>6j.</b> TRCA owns the entire northern and eastern slope of the proposed MSF. It is estimated that 0.19 ha of TRCA property could be impacted.  | Noted. As project design progresses, Metrolinx will consult with TRCA regarding any potential impacts to TRCA-owned lands.   |
| 23       |            | TRCA          | Area 7: West Don River E.T. Seton Park Crossing (Overlea Crossing)        | <b>7a.</b> Slope Stability Hazard – West Valley:<br>i. The west valley slope where the Overlea crossing exits the MSF is very steep and the proximity of the toe of the slope to the watercourse makes it vulnerable to long-term erosion hazards and slope instability. Based on the slope steepness and height, TRCA staff is concerned that engineered slope stabilization works may be needed for the entire slope height, approximately 3000 m².<br>ii. It is further estimated that an area of about 100 metres at the toe of the valley slope near the watercourse will need some additional toe protection works. | Noted. Metrolinx will incorporate this information as project planning and design advance. Project-specific impacts and detailed mitigation will be studied and discussed in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20. Specific slope stability measures will be discussed with TRCA once confirmed. |
| 24       |            | TRCA          | Area 7: West Don River E.T. Seton Park Crossing (Overlea Crossing)        | <b>7b.</b> Slope Stability Hazard – East Valley:<br>i. The alignment will require significant an estimated total of 3,000 m² earthworks, as well as abutment works and retaining walls at the crossing.   | Noted. Metrolinx will incorporate this information as project planning and design advance. Project-specific impacts and mitigation will be studied and discussed in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20.  |
| 25       |            | TRCA          | Area 7: West Don River E.T. Seton Park Crossing (Overlea Crossing)        | <b>7c.</b> After the crossing, the alignment approximately follows the existing top of slope and runs parallel to the existing top of slope for no less than 350 metres in the regulated area, where the slope is about 25 metres high. The alignment needs to be adequately apart from the top of slope to prevent long-term erosion hazards. Due to site constraints, the proposed alignment in this area may also require further engineering of the slope to obtain the necessary stability (i.e., retaining structures, slope reinforcement by soils nail, anchors or similar).                                      | Noted. Metrolinx will incorporate this information as project planning and design advance. Project-specific impacts and mitigation will be studied and discussed in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20.  |

| Item No. | Discipline | Reviewer Name | Part, Chapter, Sec, Subsec, page, DWG#                                | Review Comment   | Response & Details (Authors - )  |
|----------|------------|---------------|---|--|--|
| 26       |            | TRCA          | Area 7: West Don River<br>E.T. Seton Park Crossing (Overlea Crossing) | <b>7d.</b> While there are no active erosion hazard sites near the proposed Overlea crossing, erosion control is major consideration for works in this area:<br>i. An existing erosion control structure is located approximately 150-200 metres upstream of the proposed crossing location along a sharp outer meander of the West Don River. This structure is a gabion basket retaining wall/revetment (ID# DR05.9) and is being investigated for potential major maintenance works as part of our upcoming Class EA within E.T. Seton Park.<br>ii. There are dozens of erosion control structures downstream of the confluence of the West Don River and Walmsley Brook. While TRCA does not own most of the structures, TRCA does own/monitor a few revetments along this stretch as well. It will be critical that the Metrolinx crossing/works in this area do not cause velocities to increase downstream, which may adversely impact existing erosion control structures. | Noted. Metrolinx will incorporate this information as project planning and design advance. Project-specific impacts and mitigation will be studied and discussed in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20.  |
| 27       |            | TRCA          | Area 7: West Don River<br>E.T. Seton Park Crossing (Overlea Crossing) | <b>7e.</b> In total, about 39 ha of natural cover will be impacted within this area including 5 wetland features and a high order priority stream. This area also bisects a forest on the valley slope to the north of this valley crossing as it approaches Don Mills Road.   | Comment noted. Impacts to the natural environment, including natural cover/vegetation and wetlands, will be studied as the project planning and design progress and discussed in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20.                           |
| 28       |            | TRCA          | Area 7: West Don River<br>E.T. Seton Park Crossing (Overlea Crossing) | <b>7f.</b> In terms of biodiversity there are 38 flora and 29 fauna species of regional and urban concern, and 5 ELC vegetation community of concern covering about 1.8 ha in area.  | Comment noted. Impacts to the natural environment, including vegetation/natural cover and flora and fauna, will be further studied and confirmed as project planning and design progress, and discussed in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20. |
| 29       |            | TRCA          | Area 7: West Don River<br>E.T. Seton Park Crossing (Overlea Crossing) | <b>7g.</b> The proposed alignment fragments priority areas for habitat connectivity and wildlife movement for species needing to move between forests (89 ha) and between forests and wetlands (40 ha). Additional impacts of railways in terms of noise and light pollution are expected, which will ultimately affect the ecological functions of the surrounding habitat and wildlife.  | Comment noted. Impacts to the natural environment, including habitat connectivity and wildlife, will be further studied and confirmed as project planning and design progress, and discussed in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20.            |
| 30       |            | TRCA          | Area 7: West Don River<br>E.T. Seton Park Crossing (Overlea Crossing) | <b>7h.</b> The slope stabilization engineering works will limit the options for replanting and constrain any the potential to restore parts of the slope face with mature trees. This will cause permanent impacts to this ecologically significant area.  | Comment noted. Impacts to the natural environment will be further studied and confirmed as project planning and design progress, and discussed in the Environmental Impact Assessment Report, to be prepared in accordance with Section 15 of O. Reg. 341/20.  |
| 31       |            | TRCA          | Area 7: West Don River<br>E.T. Seton Park Crossing (Overlea Crossing) | <b>7i.</b> Depending on the alignment of the Overlea crossing, it is estimated that TRCA property may be impacted.   | As project planning and design progress, Metrolinx will consult with TRCA regarding any potential impacts to TRCA-owned lands.   |

| Item No. | Discipline | Reviewer Name | Part, Chapter, Sec, Subsec, page, DWG#                             | Review Comment   | Response & Details (Authors - )  |
|----------|------------|---------------|--|--|--|
| 32       |            | TRCA          | Area 7: West Don River E.T. Seton Park Crossing (Overlea Crossing) | 7J. The proposed alignment in this area crosses TRCA-owned, City of Torontomanaged property (E.T. Seton Park) and an existing section of the Don Mills (West Don) Trail, a major city-wide cycling route and multi-use path. To ensure that connectivity remains in the long-term, stations should have active transportation amenities (e.g., safe pedestrian connections, lighting, lit crossings, bike parking, bike wash stations, etc.) to promote active transportation as a safe first mile/last mile option for transit connections.   | Comment noted. Project-specific impacts and refined mitigation measures will be determined as project design is advanced, and outlined in the Environmental Impact Assessment Report. Potential impacts to trails will be captured under Traffic & Transportation, and potential impacts to parks/community amenities under Socio-Economic and Land Use Characteristics. |
| 33       |            | TRCA          | Natural Heritage Restoration and Compensation                      | Metrolinx has examined a range of alignment alternatives and due to the magnitude of the proposed work, impacts to the natural heritage system, species and their habitat, and habitat connections will be unavoidable in some locations. Given the complexity of this work, and the unavoidable impacts to significant and sensitive areas throughout the TRCA jurisdiction, it will be imperative that losses to core features and their functions, contributing areas, as well as losses to lands required for habitat connectivity and buffers be restored. The loss of restorable lands as a result of the proposed works through the Don Valley NHS should also be considered and compensated for, to the extent possible, with the intent to preserve and improve ecological health of the area. Metrolinx will use its ecosystem compensation guidelines for this project. TRCA had input into the development of these guidelines and for TRCA regulated areas, the guidelines closely follow TRCA's ecosystem compensation guidelines.   | Comment noted. Project-specific impacts to the natural environment and refined mitigation measures will be determined as project design is advanced, and outlined in the Environmental Impact Assessment Report. Vegetation removal compensation will be implemented in accordance with Metrolinx's Vegetation Guideline (2020) and applicable by-laws and regulations.  |
| 34       |            | TRCA          | Climate Change Mitigation  | <p>In October 2017, MECP released a guideline under the Ontario environmental assessment legislation directing that all projects going through the EA process, including IEAs, Class EAs, and those governed by EA regulations, must consider impacts to and opportunities for climate change mitigation and adaptation, and consider the vulnerability of projects to climate change. It was further recommended that applicable policies in the 2014 Provincial Policy Statement be addressed, including but not limited to encouraging green infrastructure and strengthening stormwater management requirements; requiring consideration of energy conservation and efficiency, reduced greenhouse gas emissions and climate change adaptation (e.g. tree cover); and consideration of the potential impacts of climate change that may increase the risk associated with natural hazards (e.g. flooding due to severe weather).</p> <p>The climate change section of the EA should include recommendations for Green Infrastructure, Sustainable Energy, Sustainable Buildings and Sustainable Construction Practices. TRCA has recommended that a completed Sustainable Technologies for Green Building, Green Infrastructure, and Sustainable Energy Design Evaluation Matrix be included in the EA document.</p> | The Environmental Impact Assessment Report is planned to include a discussion of climate change considerations.  |

| Item No. | Discipline | Reviewer Name | Part, Chapter, Sec, Subsec, page, DWG#                                      | Review Comment  | Response & Details (Authors - )  |
|----------|------------|---------------|---|---|--|
| 35       |            | TRCA          | Stormwater Management   | Stormwater management is integral to the health of streams, rivers, lakes, fisheries and terrestrial habitats, and source water protection is integral for managing the quality and quantity Item 8.1 of drinking water at its source. TRCA will require the OLS to meet the criteria in the TRCA 2012 Stormwater Management Criteria document for water quantity, water quality, erosion control, discharge water temperature, and water balance for groundwater recharge and natural features. Additionally, TRCA will require that Green Infrastructure techniques, including Low Impact Development (LID) measures should be used to address issues related to stormwater management, as well as maximize ecosystem services and mitigate the impacts of urbanization and climate change as identified in the TRCA Introduction to Green Infrastructure, the Sustainable Technologies Evaluation Program (STEP) -Urban Runoff Green Infrastructure and the STEP 2010 Low Impact Development Stormwater Management Planning and Design Guide.  | Comment noted. Metrolinx will consider this information as project planning and design advance.                        |
| 36       |            | TRCA          | Public Realm and Community Benefits   | TRCA staff understands that Metrolinx is committed to providing project-based community benefits where possible to support local opportunities for social and environmental improvements. We have identified to Metrolinx that there are a number of TRCA programs that actively engage with local communities to support a green, local economy, such as TRCA Trails Program, Sustainable Neighbourhood Retrofit Action Plans, TRCA Conservation Land Care Program, TRCA Community Transformation Program and Partners in Project Green, and recommended Metrolinx with TRCA and other partners to integrate such benefits into the OLS project. Specific examples include opportunities for developing trailheads where trails are in proximity to stations, or to explore opportunities to incorporate natural heritage or ecological features into facility design. TRCA staff also see an opportunity to integrate art, environmental education and stewardship into wayfinding for the OLS, such as design graphics and sign elements into the station designs, entrances and pedestrian access points. TRCA often encourages that as a minimum, Metrolinx incorporate simple educational ecological materials, information, or monuments into station entrance design that portray and inform local communities of the nearby natural heritage assets or TRCA/City trails wherever possible. | Thank you for your suggestions. Metrolinx will consider the suggested features as project planning and design advance. |
| 37       |            | TRCA          | Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan | Relationship to Building the Living City, the TRCA 2013-2022 Strategic Plan<br>This report supports the following strategies set forth in the TRCA 2013-2022 Strategic Plan:<br>Strategy 2 – Manage our regional water resources for current and future generations<br>Strategy 3 – Rethink greenspace to maximize its value<br>Strategy 4 – Create complete communities that integrate nature and the built environment<br>Strategy 6 – Tell the story of the Toronto region<br>Strategy 7 – Build partnerships and new business models<br>Strategy 8 – Gather and share the best sustainability knowledge<br>Strategy 10 – Accelerate innovation<br>Strategy 12 – Facilitate a region-wide approach to sustainability   | Noted. Thank you.  |

**From:** [Rodney Yee](#)  
**To:** [Margie Akins](#); [Ontario Line](#)  
**Subject:** RE: Ontario Line - Notice of Draft Environmental Conditions Report (TRCA CFN 62384)  
**Date:** Wednesday, October 07, 2020 2:26:03 PM  
**Attachments:** 

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Thanks Margie – we will provide responses to TRCA comments shortly.

**RODNEY YEE, P.Geo.**

Project Manager – Environmental Programs & Assessment  
Metrolinx  
130 Adelaide Street West | Toronto | Ontario | M5H 3P5  
T: 416-202-4516 C: 647-802-6710



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**From:** Margie Akins <Margie.Akins@trca.ca>  
**Sent:** October-07-20 2:03 PM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Cc:** Rodney Yee <Rodney.Yee@metrolinx.com>  
**Subject:** RE: Ontario Line - Notice of Draft Environmental Conditions Report (TRCA CFN 62384)

Hi Rodney,

Please find attached TRCA staff's comments on the draft *Environmental Conditions Report (September 2020)* for the above-noted project.

Please contact me if you have any questions.

Regards,

**Margie Akins, B.URPI**

Planner  
Infrastructure Planning and Permits | Development and Engineering Services Division

T: [\(416\) 661-6600](tel:4166616600) ext. 5925  
E: [margie.akers@trca.ca](mailto:margie.akers@trca.ca)  
A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](#) | [trca.ca](http://trca.ca)

*I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.*



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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Thursday, September 17, 2020 8:34 AM  
**To:** Margie Akins <[Margie.Akins@trca.ca](mailto:Margie.Akins@trca.ca)>  
**Cc:** James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>;  
Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>;

Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>; Crystal Ho <[crystal.ho@metrolinx.com](mailto:crystal.ho@metrolinx.com)>

**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report

Good Morning Margie,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Crystal Ho**

Junior Project Coordinator, Environmental Programs and Assessment

130 Adelaide St West | Toronto | Ontario | M5H 3P5

T: 416-202-7109 C: 437-225-6548

Metrolinx

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From: Margie Akins <Margie.Akins@trca.ca>  
Sent: Monday, August 10, 2020 10:05 AM  
To: Merlin Yuen; Renee Afoom-Boateng  
Cc: Maria Zintchenko; Crystal Ho; Rodney Yee; Laura Witherow  
Subject: RE: MX ON Line - Draft Natural Environment Report - TRCA Comments (CFN 62384)

Thank you Merlin. We will review and provide any additional comments if necessary.

Margie

*I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.*

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From: Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>  
Sent: Monday, August 10, 2020 9:51 AM  
To: Margie Akins <[Margie.Akins@trca.ca](mailto:Margie.Akins@trca.ca)>; Renee Afoom-Boateng <[Renee.Afoom-Boateng@trca.ca](mailto:Renee.Afoom-Boateng@trca.ca)>  
Cc: Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[crystal.ho@metrolinx.com](mailto:crystal.ho@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>  
Subject: RE: MX ON Line - Draft Natural Environment Report - TRCA Comments (CFN 62384)

Good afternoon Margie and Renee – hope you both had a great weekend.

Please find attached our comment responses to the TRCA's comments to the Existing Conditions Natural Environment Report, received on June 30.

Please review and let us know if the TRCA's comments have been addressed and if there are any additional comments from your team.

Regards,

**MERLIN YUEN**

Project Coordinator, Environmental Programs and Assessment  
130 Adelaide Street West | Toronto | Ontario | M5H 0A1  
T: 416.202.7353 C: 647.241.0823



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From: Margie Akins <[Margie.Akins@trca.ca](mailto:Margie.Akins@trca.ca)>  
Sent: June-30-20 8:26 AM  
To: Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>  
Cc: Renee Afoom-Boateng <[Renee.Afoom-Boateng@trca.ca](mailto:Renee.Afoom-Boateng@trca.ca)>; Ken Dion <[kdion@waterfrontoronto.ca](mailto:kdion@waterfrontoronto.ca)>; Michael Noble <[Michael.Noble@toronto.ca](mailto:Michael.Noble@toronto.ca)>  
Subject: MX ON Line - Draft Natural Environment Report - TRCA Comments (CFN 62384)

Hi Rodney,

Please find attached TRCA staff's comments on the draft *Natural Environment Report, Environmental Conditions Report (May 2020)* for the above-noted project. For your convenience, a WORD version of our comment table is also attached.

Please contact me if you have any questions.



**Margie Akins, B.URPI**

Planner

Infrastructure Planning and Permits | Development and Engineering Services Division

T:  [\(416\) 661-6600](tel:(416)661-6600)  ext. 5925


E: [margie.akers@trca.ca](mailto:margie.akers@trca.ca)

A: [101 Exchange Avenue, Vaughan, ON, L4K 5R6](#) | [trca.ca](http://trca.ca)

*I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.*



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| Review Comments Spreadsheet      |               |                                       |  | <b>* Actions:</b><br>1 = Will comply<br>2 = Discuss, clarification required<br>3 = Not applicable because .....  | <b>** Status:</b><br>O = Open, not resolved<br>P = Pending incorporation in design<br>C = Closed, implementation complete  |  |
|----------------------------------|---------------|---------------------------------------|--|--|--|--|
| Work Plan                        |               |                                       |  |  |  |  |
| Project Name:                    |               |                                       |  | Ontario Line   | Revised By:  |  |
| Project No:                      |               |                                       |  |  | Date In:   |  |
| Draft Natural Environment Report |               |                                       |  |  | Date Out:  |  |
| Item No.                         | Reviewer Name | Description                           | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment   | Response & Details (Authors - )  |  |
| 1                                | TRCA          | Natural Environment Report (May 2020) | E.T. Seton Park Crossing WC-01, page 9 | Page 9 of the document identifies 2 watercourse crossings of the West Don River in E.T. Seton Park. Previous consultation with Metrolinx has only identified the crossing referred to as “WC-02”. The area surrounding this proposed crossing (WC-01) is composed of sensitive ecological features, including an Environmentally Significant Area, and steep valley slopes. Additionally, a developer constructed trail will be built in the vicinity of FOD1-1 that the proposed works should avoid impacting. TRCA staff look forward to seeing further details on this proposed “WC-01” crossing northbound adjacent to the CPR.  | WC-01 is no longer considered as a proposed crossing and has been removed from the Report.   |  |
| 2                                | TRCA          | Natural Environment Report (May 2020) | MSF Impacts                            | TRCA staff have previously expressed concerns with the impacts of the proposed Maintenance and Storage Facility (MSF) from a geotechnical, environmental, and water resources perspective. Figure 3-3R illustrates the significant environmental impacts that would result from the potential reconstruction of the northern and eastern slope if the MSF is not further reconfigured to reduce slope encroachment.  | The purpose of the Natural Environment Environmental Conditions Report is to document existing conditions and provide preliminary potential effects and mitigation measures - which will be further evaluated, refined and built on as part of the Environmental Impact Assessment Report. |  |
| 3                                | TRCA          | Natural Environment Report (May 2020) | Figure 3-3                             | WC-02 on Figure 3-3R is presented along the previous N1 Alignment. It is our understanding that the preferred alignment is now N5, further north of Overlea Boulevard. As the evaluation seems to be based on the larger “investigation area”, please confirm whether this has impacted the evaluation. Also please update where necessary.  | Report will be revised to reflect aquatic habitat assessment results for the entire E.T Seton Park Area of Investigation and WC-02 label has been removed.   |  |
| 4                                | TRCA          | Natural Environment Report (May 2020) | N1 vs. N5 Alignment (WC-02)            | Please note that, given the surrounding urban landscape, crossing locations for the Ontario Line, especially the northern section, are in relatively high quality and productive ecological areas. Significant effort will be needed to avoid and minimize ecological impacts.   | Comment noted. Please refer to response to Item 2.   |  |
| 5                                | TRCA          | Natural Environment Report (May 2020) | Crossing Impacts                       | TRCA staff would prefer to avoid multiple crossings in close proximity to each other over the Don River, as is proposed for the Millwood Road Crossing. Only if it has been established that avoidance is not feasible can TRCA consider proposed new, replacement, or expanded infrastructure. It must then be demonstrated through technical studies completed by a qualified professional in accordance with TRCA standards and to the satisfaction of TRCA that:<br>•there will be no increase in risk associated with flood hazards and erosion hazards to upstream or downstream properties within valley and stream corridors;<br>•infrastructure has been designed in a manner that minimizes the number of crossings and areas to be disturbed by infrastructure within valley and stream corridors, maintains the predevelopment configuration of the flood plain, valley or stream corridors, and does not prevent access for maintenance, evacuation or during an emergency;<br>•the works will not result in unacceptable impacts to flood storage and conveyance upstream or downstream of the site; and,<br>•considerable effort is put towards alleviating the current erosion and flood risk to affected properties through innovative means including possible acquisition of floodplain lands for remediation and or re-naturalization of the valley. | Comment noted. Please refer to response to Item 2.   |  |

| Item No. | Reviewer Name | Description                           | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment   | Response & Details (Authors - )  |
|----------|---------------|---------------------------------------|--|--|--|
| 6        | TRCA          | Natural Environment Report (May 2020) | Millwood Road Crossing                 | The Natural Environment Report indicates that the Don Valley does not qualify as SWH as an animal movement corridor. Please note that, regardless of the provincial criteria, the Don Valley provides an important function as a wildlife corridor within the highly urban local landscape. Design considerations should be analyzed within this local landscape context and should not impair ecological connectivity. One opportunity that should be explored is incorporating the new crossings within existing crossings in an effort to reduce further fragmentation of the valley. While this may ultimately be unfeasible or may not result in the ecological gains that it would seem to at a high level, it should be discussed as an option. | Please refer to response to Item 2. This comment will be forwarded to the OLTA and addressed in the Environmental Impact Assessment Report.  |
| 7        | TRCA          | Natural Environment Report (May 2020) | Wildlife Connectivity                  | <p>Please include wildlife corridors or connectivity into the NER, specifically within the Existing Conditions and Effects Assessment sections of the report. Our policies at TRCA recommend the preservation of the form and function of natural features on the landscape and part of the function is to allow for wildlife passage to complete life cycle requirements.</p> <p>Again, although staff acknowledges that these impacts may be unavoidable, it is still helpful to assess the current condition of the rail line in providing some level of wildlife connectivity and to identify how and where this connectivity can be maintained and enhanced as part of the project development to the extent possible.</p>                        | A discussion of wildlife habitat and provision of wildlife connectivity within the Study Area is provided in Section 4.5. Preliminary mitigation measures identified under Vegetation Communities in Table 5-1 apply to wildlife connectivity. A row has been added specifically for Wildlife Connectivity referring to the mitigation under vegetation communities. Please refer to response to Item 2. This comment will be forwarded to the OLTA and addressed in the Environmental Impact Assessment Report. |
| 8        | TRCA          | Natural Environment Report (May 2020) | Wildlife Connectivity                  | Section 4.1.3 indicates that unevaluated wetlands are present in the northern section. Please note that unevaluated should be considered significant until such time as an evaluation under OWES is conducted and approved by MNRF.  | The following statement has been added under the PSW and LSW bullet in Section 4.1 of the Natural Environment Environmental Conditions Report, "Until such a time, that an OWES evaluation is completed and evaluated by MNRF, unevaluated wetlands should be considered as significant for the purposes of assessing impacts." This has also been included in Table 5-1 under vegetation communities.   |
| 9        | TRCA          | Natural Environment Report (May 2020) | Unevaluated Wetlands                   | Section 4.6.3 indicates that turtle wintering habitat is not present because the features in question have been created and are not naturally occurring. It is unclear how the origin of a habitat would have bearing on its consideration as SWH. Furthermore, habitat restoration is typically undertaken, often as compensation for project related impacts such as this one, with the purpose of providing high quality habitat that could be provided protection under a suite of ecological policies and legislation. Please provide further discussion related to the turtle overwintering habitat within the context of project related impacts.   | The Turtle Wintering Area in the ponds behind the Ontario Science Centre have been re-assessed as confirmed SWH due to records recently obtained from Ontario Nature. Reference to man-made ponds has been removed. Please refer to response to Item 2. This comment will be forwarded to the OLTA and addressed in the Environmental Impact Assessment Report.  |
| 10       | TRCA          | Natural Environment Report (May 2020) | Section 4.1.3                          | Please note that while the proposed works are located on, or adjacent to, areas of the watercourse (main and West Don River) identified as warm water, efforts should be taken to prevent temperature spikes in all watercourses as these spikes create a harsh environment for fish and other aquatic species. This is because the impact of asphalt heat islands on creeks can have negative effects and change the community species composition.   | Please refer to response to Item 2.  |
| 11       | TRCA          | Natural Environment Report (May 2020) | Turtle Habitat                         | Please note that aquatic ecosystems include the hydrologic regime such as water quality, quantity, temperatures, sediment loads, and seasonal and daily flow variations. Thus, an increase in development area in already highly urban areas often tends to impact these ecosystems in the aforementioned ways. Thus, we recommend that effort be taken to assess and address the above items with appropriate Low Impact Development options and other mitigation techniques. Staff recognizes that some of these impacts are unavoidable, so we will work with the team to provide addition technical guidance relating to these items.  | Please refer to response to Item 2.  |
| 12       | TRCA          | Natural Environment Report (May 2020) | Section 4.6.3                          | Table 5-1 indicates that compensation will be coordinated with the City of Toronto. Please ensure that TRCA is included in these discussions. It is important to note that TRCA will only consider compensation if it has been demonstrated that losses are unavoidable. Should no other alternatives be feasible, these losses will need to be quantified. In the absence of a finalized Metrolinx compensation strategy, ecological compensation should be based on TRCA's Guideline for Determining Ecosystem Compensation.   | Metrolinx will follow Metrolinx's Vegetation Guideline which states "Compensation for trees within the Metrolinx ROW that are located within a designated natural area will reflect the principles of the Toronto and Region Conservation Authority's (TRCA) Guideline for Determining Ecosystem Compensation (June 2018) (ecological compensation)." Sections 3.2.5 and 7.2.2 of the Report states that TRCA will be consulted on detailed design activities.   |

| Item No. | Reviewer Name | Description                           | Part, Chapter, Sec, Subsec, page, DWG# | Review Comment  | Response & Details (Authors - )  |
|----------|---------------|---------------------------------------|--|---|--|
| 13       | TRCA          | Natural Environment Report (May 2020) | Water Temperature                      | <p>Please note that the Don River has been designated as Urban River Valley as part of the updates to the Greenbelt Plan updates. Please update the report to reflect this designation.</p> <p>Consequently, it is important to note that the value of access for public use and connectivity for wildlife migration pathways is a delicate balance and both priorities will be now weighed equally. Please ensure that going forward impacts to wildlife connectivity is considered and efforts taken to assess, mitigate, and, if possible, improve on wildlife connectivity with the proposed development.</p> <p>We recommend including a section in the on the Greenbelt Plan and how the proposed station will attempt to meet Section 6 and Section 3.2.6 of the Plan<br/><a href="http://www.mah.gov.on.ca/Page13783.aspx#2.5">http://www.mah.gov.on.ca/Page13783.aspx#2.5</a></p>  | <p>A discussion of the Greenbelt Plan and the identification of the Urban River Valley designations has been included in Section 3.2.4. A new row for Urban River Valley has been added in Table 5-1, which include the following added text:</p> <p>"- Refer below to mitigation measures described for Vegetation Communities.<br/>- Compensation for the removal of vegetation in accordance with Metrolinx's Vegetation Guideline (2020) and integrated Vegetation Management (IVM) approach will consider maintaining or enhancing connectivity along the Don River to the extent possible."</p>  |
| 14       | TRCA          | Natural Environment Report (May 2020) | Hydrologic Regimes                     | <p>In addition, as you are aware, migratory birds and insects have a strong need and use of natural wildlife corridors. Thus, we often find in urbanized areas such as these sites that linkages and connected corridors tend to provide habitat for these species to facilitate resting and feeding, and would like to ensure that species are able to continue on their migratory journey without encountering large gaps of unsuitable habitat.</p> <p>Our policies and watershed plans identify the importance of protecting and enhancing our natural systems which serve as wildlife corridors. Climate change and development place pressures on these connections. So similar to the comment above, please ensure that the report assesses the form and function of the existing rail tracks and surrounding areas as wildlife corridors.</p> <p>There may be opportunities, for example along the edges of the station construction areas, to enhance the natural environment and provide a connection to the surrounding natural areas.</p>   | <p>Please refer to responses to Items 7 and 13. Assessment of existing rail tracks as wildlife corridors has been provided in Section 4.5.</p>   |
| 15       | TRCA          | Natural Environment Report (May 2020) | Compensation                           | <p>While TRCA recognizes that trees and large wildlife species are not encouraged in close proximity to rail tracks; we believe that it is important to identify other opportunities to provide dense shrub plantings and a diverse native seed mix with species that support pollinators <a href="https://cvc.ca/wp-content/uploads/2017/04/17-uonativeplantsforpollinators-booklet-v8-web.pdf">https://cvc.ca/wp-content/uploads/2017/04/17-uonativeplantsforpollinators-booklet-v8-web.pdf</a>.</p> <p>The migration of pollinators, including monarch butterflies and some bat and hummingbird species, is a significant phenomenon. Certain species migrate over paths that stretch thousands of miles while pursuing blooming plants. To ensure the survival of migratory pollinators, three types of habitat needs must be considered. These are: summer breeding and foraging areas; secure overwintering sites; and nectar corridors and rest stops. Nectar corridors are patches of nectar-rich plant habitat, which act as stepping-stones for the pollinators on their long migratory journeys. Due to development and land use changes within Toronto and the GTA, many nectar corridors are no longer intact. Migrating pollinators must attempt to survive their journey through scattered habitats that contain little food.</p> <p>Thus, the planting of pollen rich herbaceous species within long corridors such as rail corridors will likely address this need and serve as a net benefit for the project while avoiding the risks associated with larger trees.</p> | <p>Metrolinx will follow Metrolinx's Vegetation Guideline which includes cultural control methods within the existing rail corridors that considers enhancing habitat, prevent the loss of and promoting biodiversity, improving native plant establishment in urban and disturbed environments and establishing pollinator habitats and promoting pollinator species. Seed mixes for different communities (shallow marsh, meadow marsh, cultural meadow, wooded) have been developed in partnership with Ontario Seed Company and Credit Valley Conservation. Please also refer to response to Item 2. This comment will be forwarded to the OLTA and addressed in the Environmental Impact Assessment Report.</p> |
| 15       | TRCA          | Natural Environment Report (May 2020) | Table 5-1                              | <p>We appreciate the commitment to follow the Voluntary Project Review process and look forward to working with Metrolinx on this project.</p>  | <p>Metrolinx will work with the TRCA to ensure that the VPR process is completed to the extent that schedule permits, however, TRCA will continue to be engaged as the project progresses and additional reports (i.e. EIAR) are drafted and available for agency review.</p>  |

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**From:** Margie Akins [<mailto:Margie.Akins@trca.ca>]  
**Sent:** July-07-20 3:03 PM  
**To:** Laura Witherow  
**Subject:** RE: OL - Draft Reports for TRCA Review

Thanks! At the moment we won't have any comments on the Environmental Conditions Report and have provided comments on the Natural Environment Report. We'll review it at a later date once the information is filled in.

Margie

*I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.*

---

**From:** Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>  
**Sent:** Tuesday, July 7, 2020 2:48 PM  
**To:** Margie Akins <[Margie.Akins@trca.ca](mailto:Margie.Akins@trca.ca)>  
**Subject:** RE: OL - Draft Reports for TRCA Review

Hi Margie,

The Environmental Conditions report acts like a main EPR report that includes a summary of all of the technical discipline reports and commitments. We've sent all agencies the technical discipline reports that would be of interest (which include the natural environment report) as they include the bulk of information.

I'd place more focus on the EC NER report as these comments will be carried over into the Environmental Conditions Report where applicable.

Give me a call if you'd like to chat a bit more about it ☺

**Laura Witherow**  
T: 416.202.7511 C: 647.202.5143

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**From:** Margie Akins [<mailto:Margie.Akins@trca.ca>]  
**Sent:** July-07-20 2:31 PM  
**To:** Laura Witherow  
**Subject:** RE: OL - Draft Reports for TRCA Review

I have another question: I noticed that the majority of the report is incomplete. I want to make sure that this isn't a mistake in the file that was sent?

*I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.*

---

**From:** Margie Akins  
**Sent:** Tuesday, July 7, 2020 2:18 PM  
**To:** Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>  
**Subject:** RE: OL - Draft Reports for TRCA Review

Hi Laura,

Can you please clarify the difference between the Natural Environment Report and the Environmental Conditions Report? I'm just trying to understand this new process.

Thanks,  
Margie

*I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.*

---

**From:** Margie Akins  
**Sent:** Tuesday, June 16, 2020 10:38 AM  
**To:** Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[crystal.ho@metrolinx.com](mailto:crystal.ho@metrolinx.com)>  
**Subject:** RE: OL - Draft Reports for TRCA Review

Hi Laura,

Thanks for the Existing Conditions Report. I have circulated it for review and you can expect comments within 20 business days (July 14, 2020).

Regards,  
Margie

*I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.*

---

**From:** Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>  
**Sent:** Monday, June 15, 2020 2:54 PM  
**To:** Margie Akins <[Margie.Akins@trca.ca](mailto:Margie.Akins@trca.ca)>  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[crystal.ho@metrolinx.com](mailto:crystal.ho@metrolinx.com)>  
**Subject:** RE: OL - Draft Reports for TRCA Review

Hi Margie,

I hope you had a great weekend and were able to enjoy the beautiful weather. We are now able to

provide the Draft Existing Conditions Main Report in the download link below.

Download here: [REDACTED]

As outlined in the review schedule we provided the TRCA, we would appreciate receiving comments ahead of July 10, 2020.

Please let us know if you have any questions or concerns you'd like to discuss with us ahead of this date.

Thank you,

**Laura Witherow**

T: 416.202.7511 C: 647.202.5143

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**From:** Margie Akins [<mailto:Margie.Akins@trca.ca>]  
**Sent:** June-09-20 9:18 AM  
**To:** Laura Witherow  
**Cc:** Maria Zintchenko; Rodney Yee; James Francis; Merlin Yuen; Crystal Ho  
**Subject:** RE: OL - Draft Reports for TRCA Review

Hi Laura,

Thanks for the Draft Early Works report. We'll provide comments with the Natural Environment Early Works Report by July 3<sup>rd</sup>.

Margie

*I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.*

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**From:** Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>  
**Sent:** Friday, June 5, 2020 4:40 PM  
**To:** Margie Akins <[Margie.Akins@trca.ca](mailto:Margie.Akins@trca.ca)>  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[crystal.ho@metrolinx.com](mailto:crystal.ho@metrolinx.com)>  
**Subject:** RE: OL - Draft Reports for TRCA Review

Happy Friday Margie,

One more report coming your way ☺ You can find the Draft Early Works Report in the download link available below:

Download here: [REDACTED]

Please let me know if you have any issues downloading or have any questions.

Thank you,

**Laura Witherow**

T: 416.202.7511 C: 647.202.5143

---

**From:** Margie Akins [<mailto:Margie.Akins@trca.ca>]  
**Sent:** June-05-20 8:30 AM  
**To:** Laura Witherow  
**Cc:** Maria Zintchenko; Rodney Yee; James Francis; Merlin Yuen; Crystal Ho  
**Subject:** RE: OL - Draft Reports for TRCA Review

Hi Laura,

Thank you for providing the Draft Natural Environment Early Works Report for review and comment. I have circulated the report to staff and will provide comments by July 3<sup>rd</sup>, 2020.

Regards,  
Margie

*I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.*

---

**From:** Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>  
**Sent:** Thursday, June 4, 2020 12:14 PM  
**To:** Margie Akins <[Margie.Akins@trca.ca](mailto:Margie.Akins@trca.ca)>  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[crystal.ho@metrolinx.com](mailto:crystal.ho@metrolinx.com)>  
**Subject:** RE: OL - Draft Reports for TRCA Review

Good Afternoon Margie,

We're now able to share the Draft Early Works Natural Environment Report for your review and comment.

Download here: 

Please note that we will still be sending the Draft Environmental Conditions Report and Draft Early Works Report once they become available.

As always, please let me know if you have any questions or concerns.

Thank you,

**Laura Witherow**  
T: 416.202.7511 C: 647.202.5143

---

**From:** Margie Akins [<mailto:Margie.Akins@trca.ca>]  
**Sent:** June-03-20 9:20 AM  
**To:** Laura Witherow  
**Cc:** Maria Zintchenko; Rodney Yee; James Francis; Merlin Yuen; Crystal Ho  
**Subject:** RE: OL - Draft Reports for TRCA Review

Hi Laura,



Thank you for providing the Draft Natural Environment Report for review and comment. I have circulated the report to staff and will provide comments by June 30<sup>th</sup>, 2020.

Regards,  
Margie

*I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.*

---

**From:** Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>  
**Sent:** Tuesday, June 2, 2020 3:03 PM  
**To:** Margie Akins <[Margie.Akins@trca.ca](mailto:Margie.Akins@trca.ca)>  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Crystal Ho <[crystal.ho@metrolinx.com](mailto:crystal.ho@metrolinx.com)>  
**Subject:** OL - Draft Reports for TRCA Review

Good Afternoon Margie,

As you may be aware, the EPA team has been working on completing draft Environmental Reports for the Ontario Line project. As stipulated in the attached cover letter, I've provided the draft Environmental Conditions Natural Environment Report for the TRCA's review in the following download link.

[REDACTED]

Please let me know if you have any questions or concerns. To note, the download link above will expire in 7 days time.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services  
130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416.202.7511 C: 647.202.5143



This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

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## Technical Stakeholders

- **Other Technical Stakeholders**
  - **Canadian National Rail**
  - **George Brown College**
  - **Ontario College of Art & Design University**
  - **La Cite**
  - **Law Society of Ontario**

## Other Technical Stakeholders

- Canadian National Rail

**From:** [Ontario Line](#)  
**To:** ["michael.vallins@cn.ca"](mailto:michael.vallins@cn.ca)  
**Cc:** [Laura Witherow](#); [Crystal Ho](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Rodney Yee](#); [James Francis](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:35:00 AM  
**Attachments:** [MVallins.pdf](#)  
[Notice of Draft Environmental Conditions Report.pdf](#)  
[image001.png](#)

---

Good Morning Michael,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services  
130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416.202.7511 C: 647.202.5143



**From:** [Ontario Line](#)  
**To:** ["michael.vallins@cn.ca"](mailto:michael.vallins@cn.ca)  
**Cc:** [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Laura Witherow](#); [Merlin Yuen](#); [Crystal Ho](#); [Kuru Satkunanathan](#)  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, [REDACTED] 02, 2020 3:31:00 PM  
**Attachments:** [REDACTED]

---

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Kuru Satkunanathan**

Intern, Environmental Programs & Assessment  
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416-202-1812

## **Other Technical Stakeholders**

- **George Brown College**

**From:** [Ontario Line](#)  
**To:** ["ask.george@georgebrown.ca"](mailto:ask.george@georgebrown.ca)  
**Cc:** [Laura Witherow](#); [Crystal Ho](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Rodney Yee](#); [James Francis](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:39:00 AM  
**Attachments:** [George Brown College.pdf](#)  
[Notice of Draft Environmental Conditions Report.pdf](#)  
[image001.png](#)

---

Good Morning,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.


Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services  
130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416.202.7511 C: 647.202.5143



**From:** [Ontario Line](#)  
**To:** ["ask.george@georgebrown.ca"](mailto:ask.george@georgebrown.ca)  
**Cc:** [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Laura Witherow](#); [Merlin Yuen](#); [Crystal Ho](#); [Kuru Satkunanathan](#)  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, June 02, 2020 3:42:00 PM  
**Attachments:** 

---

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Kuru Satkunanathan**

Intern, Environmental Programs & Assessment  
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416-202-1812



## **Other Technical Stakeholders**

- **Ontario College of Art & Design University**

**From:** [Ontario Line](#)  
**To:** ["jnorthwayfrank@ocadu.ca"](mailto:jnorthwayfrank@ocadu.ca)  
**Cc:** [Laura Witherow](#); [Crystal Ho](#); [Maria Zintchenko](#); [Merlin Yuen](#); [Rodney Yee](#); [James Francis](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:41:00 AM  
**Attachments:** [JNorthway-Frank.pdf](#)  
[Notice of Draft Environmental Conditions Report.pdf](#)  
[image001.png](#)

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Good Morning Jason,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.


Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services  
130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416.202.7511 C: 647.202.5143



**From:** [Ontario Line](#)  
**To:** ["jnorthwayfrank@ocadu.ca"](mailto:jnorthwayfrank@ocadu.ca)  
**Cc:** [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Laura Witherow](#); [Merlin Yuen](#); [Crystal Ho](#); [Kuru Satkunanathan](#)  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, June 02, 2020 4:06:00 PM  
**Attachments:** 

---

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Kuru Satkunanathan**

Intern, Environmental Programs & Assessment  
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416-202-1812

## Other Technical Stakeholders

- La Cite

**From:** [Ontario Line](#)  
**To:** ["mobilicite@collegelacite.ca"](mailto:mobilicite@collegelacite.ca)  
**Cc:** [Laura Witherow](#); [Crystal Ho](#); [Maria Zintchenko](#); [Rodney Yee](#); [Merlin Yuen](#); [James Francis](#)  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 8:40:00 AM  
**Attachments:** [La Cite a Toronto.pdf](#)  
[Notice of Draft Environmental Conditions Report.pdf](#)  
[image001.png](#)

---

Good Morning,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue until October 17, 2020.


Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services  
130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416.202.7511 C: 647.202.5143



**From:** [Ontario Line](#)  
**To:** ["mobilicite@collegelacite.ca"](mailto:mobilicite@collegelacite.ca)  
**Cc:** [James Francis](#); [Maria Zintchenko](#); [Rodney Yee](#); [Laura Witherow](#); [Merlin Yuen](#); [Crystal Ho](#); [Kuru Satkunanathan](#)  
**Subject:** Ontario Line – Environmental Conditions and Early Works Draft Report Review  
**Date:** Tuesday, June 02, 2020 3:59:00 PM  
**Attachments:** 

---

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto and Hamilton Area (GTHA), one of which is the new Ontario Line Subway, extending from Exhibition/Ontario Place to the Ontario Science Centre in the City of Toronto.

As a member of the Environmental Assessment Government Review Team, please let us know if you would be interested in receiving specific draft environmental reports mentioned in the attached cover letter, such that you have sufficient time to review.

If you have any questions or concerns, please do not hesitate to contact us.

Sincerely,

**Kuru Satkunanathan**

Intern, Environmental Programs & Assessment  
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5  
T: 416-202-1812

## **Other Technical Stakeholders**

- **Law Society of Ontario**

**From:** [Ontario Line](#)  
**To:** [ebrunet@lso.ca](mailto:ebrunet@lso.ca)  
**Cc:** [Malcolm MacKay](#); [Josh Vandezande](#); [Rodney Yee](#); [Merlin Yuen](#)  
**Subject:** Response to your feedback on the Ontario Line Draft Environmental Conditions Report  
**Attachments:** [REDACTED]

---

Thank you for sharing your feedback on the Draft Environmental Conditions Report for the Ontario Line. Please see attached for responses to your comments.





November 27, 2020

Elise Brunet  
Curator  
Law Society of Ontario

**RE: Ontario Line Project - Response to Law Society of Ontario Comments on the Draft Environmental Conditions Report**

Dear Elise Brunet,

Thank you for your letter dated October 16, 2020 outlining the Law Society of Ontario's comments on the draft Environmental Conditions Report for the Ontario Line Project. We appreciate the detailed review and feedback. Please find attached our responses to the comments provided. We would like to meet with you and other representatives of the Law Society of Ontario at your convenience to further discuss these comments and our planned next steps.

Metrolinx looks forward to continuing to engage with the Law Society of Ontario as design and planning of the Ontario Line continues. Please do not hesitate to contact me if you have any questions.

Regards,

A handwritten signature in blue ink, appearing to be 'James Francis', written over a light blue circular scribble.

James Francis  
Manager, Environmental Programs and Assessment  
Metrolinx

cc: Malcolm MacKay, Metrolinx  
Josh Vandezande, Metrolinx  
Rodney Yee, Metrolinx  
Merlin Yuen, Metrolinx

Attachments: Table 1: Law Society of Ontario Comment Response Table  
Ontario Line Draft Environmental Conditions Report - Law Society of Ontario  
Comments

Table 1: Law Society of Ontario Comment Responses

| Comment # | Review Comment   | Metrolinx Response   |
|-----------|--|--|
| 1         | <p>According to the report, the Ontario Line South "... provides limited wildlife habitat throughout..." (p. iv). Parks and green spaces such as Osgoode Hall's grounds are not mentioned. While our grounds would not be considered a natural environment, the authors state that "...it is important to note that isolated trees and shrubs, vegetation communities and anthropogenic structures.... can provide nesting habitat for many migratory birds..." (p. v) "... City parks and open spaces, utility corridors and existing rail corridors may act as stepping stones that provide connectivity to major natural systems... and support wildlife movement" p. 55.</p> <p>The Sheraton Centre is a confirmed habitat for Peregrine Falcons, which receive protection under the Ontario Fish and Wildlife Conservation Act, 1997 (p. 63), and which are regularly seen feeding on our grounds. Many other species of birds have been observed at Osgoode Hall, particularly during migration periods.</p> <p>We suggest that the importance of grounds such as those of Osgoode Hall be highlighted and that they be considered in future ecological land classification surveys and inventories, especially if it appears that encroachment and tree removal are likely.</p> | <p>Methodology used to conduct the natural heritage surveys included desktop reviews of existing data sources and field review. While it is understood that the lands surrounding Osgoode Hall includes trees and shrubbery, Ecological Land Classification (ELC) surveys conducted by the team did not conclude these lands to be classified as an ELC community.</p> <p>It is acknowledged that the Sheraton Centre provides habitat for Peregrine Falcons as documented in Section 4.6.2 of the Natural Environment Report. As project planning and design progress, property-specific impacts will be identified and appropriate mitigation measures will be implemented, as required.</p>   |
| 2         | <p>We noticed that most references to the impact of vibrations relate to building foundations and envelopes. In the case of Osgoode Hall's fence, both the footings and the above-ground structure could be at risk. There is also no mention of interior finishes, which in the case of heritage buildings, could be difficult to repair or replace.</p>  | <p>Potential impacts to Osgoode Hall as a result of construction vibration, and corresponding mitigation measures to avoid or reduce these impacts, have been identified in Tables 6, 8, and 10 of the draft Cultural Heritage Report.</p> <p>If vibration impacts cannot be avoided, the following will be completed:</p> <ul style="list-style-type: none"><li>- Establish vibration limits based on building conditions, founding soil conditions, and type of construction vibration;</li><li>- Implement vibration mitigating measures on the construction site and/or at the building</li><li>- Monitor vibration during construction using seismographs, with notification by audible and/or visual alarms when limits are approached/exceeded;</li><li>- Conduct regular condition surveys and reviews during construction to evaluate efficacy of protective measure in place prior to construction. If damage is identified, then implement additional corrective steps.</li></ul> <p>Vibration impacts and mitigation will be updated in the Heritage Detailed Design Report (HDDR), based on the noise and vibration impact assessment that will be completed as part of the Environmental Impact Assessment Report.</p> <p>In the Final Cultural Heritage Report, interior heritage elements have been included in the Description of Known or Potential Cultural Heritage Value of Osgoode Hall. Metrolinx would appreciate any additional information that the Law Society of Ontario could provide regarding internal heritage attributes for this property.</p> |

|   |   |   |
|---|---|---|
| 3 | <p>Page 35 of this appendix shows the government-owned part of Osgoode Hall and 361 University Avenue as institutional properties, as is City Hall. The entire portion of Osgoode Hall belonging to the Law Society of Ontario, both building and grounds, are shown as "Other Open Space Area," which is obviously not accurate.</p> <p>Neither the government nor the Law Society-owned portions of Osgoode Hall are included in the description of the public realm of Queen Street West, despite housing the highest courts of the province. As well, despite an easement with the City of Toronto that ensures public access during day-light hours, Osgoode Hall grounds are not included in the list of parks and open spaces (notwithstanding being so qualified on the map at p. 35), even though properties such as Campbell House, Moss Park, Metropolitan United Church Park, even Toronto City Hall are. Osgoode Hall's grounds have been identified in the City's official plans as an important green space in an urban core with a growing residential population.</p>  | <p>The land use designations on Page 35 of this appendix are sourced from the City of Toronto's Official Plan which designates a part of the Law Society of Upper Canada as 'Other Open Space Areas'.</p> <p>Under Section 4.1 Land Use and Built Form Patterns of the Existing Conditions Socio-Economic and Land-Use Report, Osgoode Hall is acknowledged as one of the landmarks of the Bay Street Corridor, specifically referencing that Osgoode Hall contributes to the Civic District along Queen Street West.</p> <p>The reference to the lands in front of Osgoode Hall will be included in Table 5-5 in the Final ECR.</p>  |
| 4 | <p>Osgoode Hall is accurately listed on p. 64 as an Institutional property, designated under part IV of the Ontario Heritage Act (by-law 477-90) (note that this applies to the Law Society property only), a National Historic Site of Canada, and a Provincial Heritage Property (this applies only to the government-owned part of the building). However, elsewhere in the report:</p> <p>p.viii and p. 69: Table ES-2: Known or Potential Provincial Heritage Properties of Provincial Significance within the Ontario Line South Study Area that Meet or Have the Potential to Meet O. Reg. 10/06 Criteria, OLS-113 130 Queen Street West, Osgoode Hall, East Wing</p> <p>The east wing (eastern half) of Osgoode Hall, is not owned by the Government of Ontario. Only the western half is a Provincial Heritage Property. The eastern half belongs to the Law Society of Ontario and is designated under part IV of the Ontario Heritage Act.</p> <p>p. 37 "Many of the city's finest public buildings front on Queen Street. For example, on the north side between University Avenue and Yonge Street, is Osgoode Hall, home to the Superior Courts of Ontario."</p> <p>Osgoode Hall is the home of the Court of Appeal for Ontario, the Superior Court of Justice and the Law Society of Ontario.</p> <p>p. 56 "Metrolinx contacted Frank Dieterman, Manager of Heritage Properties of Infrastructure Ontario, who provided existing cultural heritage reporting and clarification on the ownership and heritage status for three Infrastructure Ontario owned properties within the Ontario Line Project Study Area; the Ontario Science Centre, Osgoode Hall, and Provincial Law Courts at 361 University Avenue."</p> <p>Only the west half of Osgoode Hall is owned by the government of Ontario.</p> <p>p. 64-65 National Historic Site: Osgoode Hall, East Wing (original building)- 130 Queen Street West; and Osgoode Hall, West Wing (addition)</p> | <p>The approach taken for this report is to identify known, previously identified, and potential built heritage resources and cultural heritage landscapes that meet or may meet O. Reg. 10/06 (those properties with the potential to become 'provincial heritage properties of provincial significance' should they be acquired by the Crown in Right of Ontario or a prescribed public body). In the Final Cultural Heritage Report, interior heritage elements have been included in the Description of Known or Potential Cultural Heritage Value of Osgoode Hall. We appreciate the clarification on the nomenclature and ownership of Osgoode Hall and would appreciate any additional information that the Law Society of Ontario could provide in relation to the property.</p> <p>Appropriate edits will be made regarding references to Osgoode Hall and its location, the naming of the Law Society of Ontario, and the Bar Admission Course.</p> |

|   |   |  |
|---|---|--|
|   | <p>This section is an odd combination of incomplete cutting and pasting from the municipal by-law, the federal designation and minimal additional information. It is repetitive, incomplete and confusing. Both parts of Osgoode Hall are named, but most of the contents relate to the eastern portion of the building. None of the more recent additions included in the reasons for designation are mentioned. For example, the Second Law School addition 1890, William Storm; the Third Law School addition (modern style) 1937, Saunders &amp; Ryrie; and the Fourth Law School Addition (modern style), 1956, Mathers and Haldenby.</p> <p>Here, as elsewhere in the report, there is a lack of consistency in the use of “East Wing.” Most of the text here comes from City of Toronto by-law #477-90, which uses “East Wing” to designate the eastern half of Osgoode Hall. The by-law also uses the term “East Wing” to refer to the original part of Osgoode Hall, built in 1832. To avoid confusion, the government and the Law Society-owned parts of Osgoode Hall should either be referred to by ownership or by ‘western part’ and ‘eastern part’ of Osgoode Hall.</p> <p>None of the interior features included in the reasons for designation and that could be affected by the project are mentioned in the report.</p> <p>Note that The Law Society of Upper Canada is now known as the Law Society of Ontario. It is the governing body of the legal professions in the province. Osgoode Hall is located at the intersection of University Avenue and Queen Street West, not at the intersection of University Avenue and Armoury Street.</p> <p>The Bar Admission Course no longer exists.</p> |  |
| 5 | <p>The report mentions the presence of municipal plaques, but does not include Ontario Heritage Trust plaques or National Historic Site of Canada plaques.</p> <p>p. 18-19 The only designation mentioned for Osgoode Hall is the Ontario Heritage Act, Part IV, but surely, the fact that the property is a National Heritage Site of Canada must be significant. Part of the property is also a Provincial Heritage Property.</p> <p>Several later additions to the building are included in the reasons for designation, but are missing in this report. Other important components of the property, beside the building, are the monumental fence (1867) and the landscaped grounds (1843). These are closest to the expected Metrolinx right-of-way and most likely to be impacted by the project.</p>   | <p>References to Osgoode Hall as a National Heritage Site and a Provincial Heritage Property of Provincial Significance are made in Appendix B5 through the Cultural Heritage Report. Reasons for designation are included in Table 8 of the Cultural Heritage Report, including the monumental fence and landscaped grounds. Documentation of Ontario Heritage Trust and National Historic Site of Canada plaques has been added the Osgoode Hall entry of the Existing Conditions Table within the Final Cultural Heritage Report.</p> |

|   |   |   |
|---|---|---|
| 6 | Finally, we are concerned that Metrolinx’s communication strategy, while extensive, is focused on the public at large and is ill-suited to communications with corporate stakeholders and property-owners. The Law Society has had to reach out to Metrolinx to receive information on the project. As a stakeholder and property owner likely to be affected by the project, we would have expected Metrolinx to reach out to us. We hope that since contact has been made and as the project becomes better defined, a more focused communications plan will be set in place. | During the project’s introductory stages, communications efforts were aimed at driving broad awareness about the project. Additional resources to support community relations have since been added to the project team and a robust outreach program is being implemented. COVID-19 has impacted our plans and kept us from hosting as many events but we’re still available for residents, businesses and property owners, whether over the phone, by email or in person with physical distancing. At every major milestone along the concept design development and into construction, Metrolinx will share updated plans and seek feedback. We will work collaboratively with affected property owners to ensure the lines of communications remain open and that those impacted are continually kept informed. |
|---|---|---|

**From:** [Elise Brunet](#)  
**To:** [Ontario Line](#)  
**Cc:** [Simon Di Vincenzo](#); [Brenda Albuquerque-Boutilier](#)  
**Subject:** Comments re: Draft Environmental Conditions Report - Law Society of Ontario  
**Date:** Friday, October 16, 2020 5:50:04 PM  
**Attachments:** [image003.png](#)  
[Official reply to Draft ECR OCT2020.docx](#)

---

Please find enclosed the Law Society of Ontario's comments on the Draft Environment Conditions Report for the Ontario Line.

Feel free to contact me should you have any questions.

Sincerely,

---

**Elise Brunet, M.M.St.**  
Curator, Facilities and Planning

Law Society of Ontario / Barreau de l'Ontario  
130 Queen Street West, Toronto, ON M5H 2N6  
t. 416-947-4041  
e. [ebrunet@lso.ca](mailto:ebrunet@lso.ca)



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**Law Society**  
of Ontario

**Barreau**  
de l'Ontario

130 Queen Street West  
Toronto, Ontario  
M5H 2N6

<https://www.lso.ca>

Elise Brunet  
Facilities & Planning  
Tel 416-947-4041  
[ebrunet@lso.ca](mailto:ebrunet@lso.ca)

October 16, 2020

Ontario Line  
Community Relations  
[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)

To Whom it May Concern:

**Re: Draft Environmental Conditions Report as it pertains to Osgoode Hall, 130 Queen Street West**

Thank you for the opportunity to comment on the Draft Environmental Conditions Report for the Ontario Line. We were impressed with the breadth of the report, how it sets the baselines for the Ontario Line project, and the mitigation measures it proposes. We understand that many design and alignment decisions are pending and that, as such, the anticipated impacts mentioned in the report are not specific to individual sites. We will review the Draft Environmental Impact Assessment Report when it is issued in early 2021, to gain a better understanding of potential impacts of the project on the Osgoode Hall property.

Since the success of the report in mitigating the negative impacts of the project hinges on the accuracy of the inventory and the assumptions made from it, we would like to bring a few points to your attention.

The two main issues, expanded further below, are that:

- 1) while Osgoode Hall and its grounds appear in a few sections of the report, much of the narrative focuses on the building. The grounds and the heritage fence, which are the elements most likely to be impacted by the project, are barely mentioned;
- 2) the western part of Osgoode Hall is owned by the government of Ontario, while the eastern part is owned by the Law Society of Ontario. Ownership of the grounds is also divided. This means two different stakeholders and two sets of heritage designation rules as one part is designated as a Provincial Heritage Property of Provincial Significance and the other is designated under the *Ontario Heritage Act*, Part IV. The distinction is not clear in the report. Consequently, the document draws indiscriminately from information that applies to one part or the other, rarely both, leading to an incomplete and confusing description.

**Natural Environment – Appendix B1**

According to the report, the Ontario Line South "... provides limited wildlife habitat throughout..." (p. iv). Parks and green spaces such as Osgoode Hall's grounds are not mentioned. While our grounds would not be considered a natural environment, the authors state that "...it is important to note that isolated trees and shrubs, vegetation communities and anthropogenic structures.... can provide nesting habitat for many migratory birds..." (p. v) "... City parks and open spaces, utility corridors and existing rail corridors may act as stepping stones that provide connectivity to major natural systems... and support wildlife movement" p. 55.

The Sheraton Centre is a confirmed habitat for Peregrine Falcons, which receive protection under the *Ontario Fish and Wildlife Conservation Act, 1997* (p. 63), and which are regularly seen feeding on our grounds. Many other species of birds have been observed at Osgoode Hall, particularly during migration periods.

We suggest that the importance of grounds such as those of Osgoode Hall be highlighted and that they be considered in future ecological land classification surveys and inventories, especially if it appears that encroachment and tree removal are likely.

### **Noise and Vibrations – Appendix B3**

We noticed that most references to the impact of vibrations relate to building foundations and envelopes. In the case of Osgoode Hall's fence, both the footings and the above-ground structure could be at risk. There is also no mention of interior finishes, which in the case of heritage buildings, could be difficult to repair or replace.

### **Socio-Economic and Land-Use Report – Appendix B4**

Page 35 of this appendix shows the government-owned part of Osgoode Hall and 361 University Avenue as institutional properties, as is City Hall. The entire portion of Osgoode Hall belonging to the Law Society of Ontario, both building and grounds, are shown as "Other Open Space Area," which is obviously not accurate.

Neither the government nor the Law Society-owned portions of Osgoode Hall are included in the description of the public realm of Queen Street West, despite housing the highest courts of the province. As well, despite an easement with the City of Toronto that ensures public access during day-light hours, Osgoode Hall grounds are not included in the list of parks and open spaces (notwithstanding being so qualified on the map at p. 35), even though properties such as Campbell House, Moss Park, Metropolitan United Church Park, even Toronto City Hall are. Osgoode Hall's grounds have been identified in the City's official plans as an important green space in an urban core with a growing residential population.

### **Cultural Heritage – Appendix B5**

Osgoode Hall is accurately listed on p. 64 as an Institutional property, designated under part IV of the *Ontario Heritage Act* (by-law 477-90) (note that this applies to the Law Society property only), a National Historic Site of Canada, and a Provincial Heritage Property (this applies only to the government-owned part of the building).

However, elsewhere in the report:

**p.viii and p. 69:** Table ES-2: Known or Potential Provincial Heritage Properties of Provincial Significance within the Ontario Line South Study Area that Meet or Have the Potential to Meet O. Reg. 10/06 Criteria, OLS-113 130 Queen Street West, Osgoode Hall, East Wing

The east wing (eastern half) of Osgoode Hall, is not owned by the Government of Ontario. Only the western half is a Provincial Heritage Property. The eastern half belongs to the Law Society of Ontario and is designated under part IV of the *Ontario Heritage Act*.

**p. 37** "Many of the city's finest public buildings front on Queen Street. For example, on the north side between University Avenue and Yonge Street, is Osgoode Hall, home to the Superior Courts of Ontario."

Osgoode Hall is the home of the Court of Appeal for Ontario, the Superior Court of Justice and the Law Society of Ontario.

**p. 56** "Metrolinx contacted Frank Dieterman, Manager of Heritage Properties of Infrastructure Ontario, who provided existing cultural heritage reporting and clarification on the ownership



and heritage status for three Infrastructure Ontario owned properties within the Ontario Line Project Study Area; the Ontario Science Centre, Osgoode Hall, and Provincial Law Courts at 361 University Avenue.”

Only the west half of Osgoode Hall is owned by the government of Ontario.

p. 64-65 National Historic Site: Osgoode Hall, East Wing (original building)- 130 Queen Street West; and Osgoode Hall, West Wing (addition)

This section is an odd combination of incomplete cutting and pasting from the municipal by-law, the federal designation and minimal additional information. It is repetitive, incomplete and confusing. Both parts of Osgoode Hall are named, but most of the contents relate to the eastern portion of the building. None of the more recent additions included in the reasons for designation are mentioned. For example, the Second Law School addition 1890, William Storm; the Third Law School addition (modern style) 1937, Saunders & Ryrie; and the Fourth Law School Addition (modern style), 1956, Mathers and Haldenby.

Here, as elsewhere in the report, there is a lack of consistency in the use of “East Wing.” Most of the text here comes from City of Toronto by-law #477-90, which uses “East Wing” to designate the eastern half of Osgoode Hall. The by-law also uses the term “East Wing” to refer to the original part of Osgoode Hall, built in 1832. To avoid confusion, the government and the Law Society-owned parts of Osgoode Hall should either be referred to by ownership or by ‘western part’ and ‘eastern part’ of Osgoode Hall.

None of the interior features included in the reasons for designation and that could be affected by the project are mentioned in the report.

Note that The Law Society of Upper Canada is now known as the Law Society of Ontario. It is the governing body of the legal professions in the province.

Osgoode Hall is located at the intersection of University Avenue and Queen Street West, not at the intersection of University Avenue and Armoury Street.

The Bar Admission Course no longer exists.

### **Stage 1 Archaeological Assessment - Appendix B6**

The report mentions the presence of municipal plaques, but does not include Ontario Heritage Trust plaques or National Historic Site of Canada plaques.

p. 18-19 The only designation mentioned for Osgoode Hall is the *Ontario Heritage Act*, Part IV, but surely, the fact that the property is a National Heritage Site of Canada must be significant. Part of the property is also a Provincial Heritage Property.

Several later additions to the building are included in the reasons for designation, but are missing in this report. Other important components of the property, beside the building, are the monumental fence (1867) and the landscaped grounds (1843). These are closest to the expected Metrolinx right-of-way and most likely to be impacted by the project.

Finally, we are concerned that Metrolinx’s communication strategy, while extensive, is focused on the public at large and is ill-suited to communications with corporate stakeholders and property-owners. The Law Society has had to reach out to Metrolinx to receive information on the project. As a stakeholder and property owner likely to be affected by the project, we would have expected Metrolinx to reach out to us. We hope that since contact has been made and as the project becomes better defined, a more focussed communications plan will be set in place.

If you have any questions about this, please do not hesitate to contact me.

Yours truly,

A handwritten signature in black ink that reads "Elise Brunet". The script is cursive and fluid, with the first name "Elise" and last name "Brunet" clearly distinguishable.

Elise Brunet, M.M.St.  
Curator

---

**From:** Ontario Line  
**Sent:** September 23, 2020 4:55 PM  
**To:** EBrUNET@lso.ca  
**Subject:** Ontario Line Update September 23 2020

Hello Elise,

I am writing to share the latest information about the Ontario Line project.

Today, Metrolinx released the second segment of a series of neighbourhood updates that look at progress on the Ontario Line as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers. This update focuses on the downtown segment of the Ontario Line, from Osgoode station through Don Yard. We invite your members to [read our blog](#) and [visit our website](#).

Metrolinx has also released the [Ontario Line Draft Environmental Conditions Report](#) for public review and feedback. This report includes studies on existing conditions along the line and will be the baseline from which we will conduct further studies to determine anticipated impacts of constructing and operating the Ontario Line as well as how to best mitigate these impacts. This is open to public feedback until October 17<sup>th</sup>.

While we don't have any further details to share with the LSO regarding property impact at this time, Susan Lin will stay in touch with you as the project advances.

Finally, I wanted to take this opportunity to e-introduce you to Bismah who has joined the Ontario Line Community Relations Team and will be the station lead for Osgoode. For consistency and to keep things easy for the community, the Ontario Line team all works from the one email address: [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

Thank you and let us know if you have any questions.

Regards

**Lancefield Morgan**  
Team Lead - Ontario Line



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**From:** [Elise Brunet](#)  
**To:** [Ontario Line](#); [Simon Di Vincenzo](#)  
**Cc:** [Maria Zintchenko](#); [Crystal Ho](#); [Laura Witherow](#); [Merlin Yuen](#); [Rodney Yee](#); [James Francis](#)  
**Subject:** RE: Ontario Line - Notice of Draft Environmental Conditions Report  
**Date:** Thursday, September 17, 2020 10:43:08 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)

---

Thank you very much Laura.

Elise

---

**Elise Brunet, M.M.St.**  
Curator, Facilities and Planning

Law Society of Ontario / Barreau de l'Ontario  
130 Queen Street West, Toronto, ON M5H 2N6  
t. 416-947-4041  
e. [ebrunet@lso.ca](mailto:ebrunet@lso.ca)



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---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** September 17, 2020 8:44 AM  
**To:** Elise Brunet <[EBrunet@lso.ca](mailto:EBrunet@lso.ca)>; Simon Di Vincenzo <[sdivince@lso.ca](mailto:sdivince@lso.ca)>  
**Cc:** Maria Zintchenko <[Maria.Zintchenko@metrolinx.com](mailto:Maria.Zintchenko@metrolinx.com)>; Crystal Ho <[Crystal.Ho@metrolinx.com](mailto:Crystal.Ho@metrolinx.com)>; Laura Witherow <[Laura.Witherow@metrolinx.com](mailto:Laura.Witherow@metrolinx.com)>; Merlin Yuen <[Merlin.Yuen@metrolinx.com](mailto:Merlin.Yuen@metrolinx.com)>; Rodney Yee <[Rodney.Yee@metrolinx.com](mailto:Rodney.Yee@metrolinx.com)>; James Francis <[James.Francis@metrolinx.com](mailto:James.Francis@metrolinx.com)>  
**Subject:** Ontario Line - Notice of Draft Environmental Conditions Report

**CAUTION: This email originated from outside the LSO. Exercise caution before clicking links, opening attachments, or responding.**

Good Morning Elise & Simon,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at [www.metrolinx.com/ontarioline](http://www.metrolinx.com/ontarioline). The public review period begins September 17 and will continue

until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

**Laura Witherow**

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services

130 Adelaide Street W | Toronto | Ontario | M5H 3P5

T: 416.202.7511 C: 647.202.5143



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**From:** Ontario Line  
**Sent:** September 2, 2020 1:56 PM  
**To:** Elise Brunet <EBrunet@lso.ca>  
**Subject:** RE: Law Society and Environmental inventory

Hello Elise

The report isn't ready yet but is anticipated to be released in the next few weeks. As soon as it's available we'll be back in touch.

Regards

Lancefield Morgan  
Team Lead of Community Relations - Ontario Line  
Cell: 647 532 8569



---

**From:** Elise Brunet [<mailto:EBrunet@lso.ca>]  
**Sent:** September-02-20 12:47 PM  
**To:** Ontario Line  
**Subject:** Law Society and Environmental inventory

Lancefield,

At our meeting on August 11, there was a mention of an inventory of environmental conditions that was to be released shortly. Is there an update on when the Law Society may be receiving this report?

Thanks.

Elise

---

**Elise Brunet, M.M.St.**  
Curator, Facilities and Planning

Law Society of Ontario / Barreau de l'Ontario

130 Queen Street West, Toronto, ON M5H 2N6  
t. 416-947-4041  
e. [ebrunet@lso.ca](mailto:ebrunet@lso.ca)



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---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** August 12, 2020 3:20 PM  
**To:** Elise Brunet <[EBrunet@lso.ca](mailto:EBrunet@lso.ca)>  
**Subject:** Law Society Participants

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Hello Elise

I just want to loop back to you on the list of staff from the Law Society that participated in yesterday's meeting. I didn't get everyone name but my understanding is that besides yourself, there was Wynna Brown, Elliot Spears, Denise and Brenda (*sorry I didn't catch their last names*) From Metrolinx we had the following:

Daniel Cicero, Metrolinx Sponsors Office  
James Francis, Environmental Programs & Assessment  
Susan Lin, Metrolinx Property  
Lancefield Morgan, Community Relations

Could you also provide the contact information for Elliot to connect with Susan regarding identifying the ownership of the property and Simon to add to the email list for distribution of reports and other materials?.

Please feel free to reach out to us if there are any other questions/concerns about the Ontario Line.

Regards

Lancefield Morgan  
Team Lead of Community Relations - Ontario Line  
Metrolinx: connecting our communities

Cell: 647 532 8569



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## **Elected Officials**

- **Councillor Brad Bradford**
- **Councillor Denzil Minnan-Wong**
- **Councillor Jaye Robinson**
- **Councillor Joe Cressy**
- **Councillor Kristyn Wong-Tam**
- **Councillor Paula Fletcher**
- **Member of Provincial Parliament (MPP) Chris Glover**
- **MPP Kathleen Wynne**
- **MPP Michael Coteau**
- **MPP Peter Tabuns**
- **MPP Suze Morrison**

## **Elected Officials**

- **Councillor Brad Bradford**

**From:** [Ontario Line](#)  
**To:** [Councillor Bradford](#)  
**Subject:** RE: Login details for tonight's call  
**Date:** Wednesday, May 13, 2020 6:57:00 AM  
**Attachments:** [image001.png](#)

---

Hi Diana,

All the details and materials will be sent out this morning. Apologies for the delay.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



---

**From:** Councillor Bradford [mailto:Councillor\_Bradford@toronto.ca]  
**Sent:** Wednesday, May 13, 2020 6:47 AM  
**To:** Ontario Line  
**Subject:** Login details for tonight's call

Good morning,

Our office has not received login details for tonight's call with the stakeholder advisory groups.

Can you please send this at your earliest convenience?

Many thanks.

Diana Gonzalez

Constituency Assistant | Stakeholder Relations

**Office of Councillor Brad Bradford**

Ward 19 - Beaches-East York

City Hall, 2<sup>nd</sup> Floor, Suite B28

100 Queen Street West

Toronto, ON M5H 2N2

(t) 416-338-2755

(f) 416-392-7233

[bradbradford.ca](#) | [Twitter](#) | [Facebook](#) | [Instagram](#) | [Email](#)

For the latest updates on community-led change in Ward 19 and Brad's work on City Council, sign-up for our email list [here](#). We promise not to spam and email preferences can be updated at any time.

**From:** [Ontario Line](#)  
**To:** [Franca Di Giovanni](#)  
**Subject:** FW: CORRECTION: Ontario Line Open Houses  
**Date:** Tuesday, January 14, 2020 10:44:00 AM

---

---

**From:** Diana Gonzalez [mailto:Diana.Gonzalez@toronto.ca]  
**Sent:** Friday, January 10, 2020 8:32 AM  
**To:** Ontario Line  
**Subject:** RE: CORRECTION: Ontario Line Open Houses

Franca,  
We've put this in our calendar and will advise residents via our social media platform.  
If the Councillor attends, who should he ask for when he arrives?  
Would there be an opportunity for him to thank residents for attending?

---

**From:** Councillor Bradford  
**Sent:** January 9, 2020 3:31 PM  
**To:** 'Ontario Line' <ontarioline@metrolinx.com>  
**Subject:** RE: CORRECTION: Ontario Line Open Houses

Hello Franca,

Thank you for notifying our office. We will be in touch with any questions or comments.

Regards,

Mohamed Ibrahim

Constituency Assistant  
**Office of Councillor Brad Bradford**  
[Ward 19 – Beaches-East York](#)

City Hall, 2<sup>nd</sup> Floor, Suite B28  
100 Queen Street West  
Toronto, ON M5H 2N2  
(t) 416-338-2755  
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*We are committed to meeting the highest standards of accountability and transparency. If you're*

*contacting Brad or any office staff on behalf of a for-profit enterprise, or an organization representing a for-profit enterprise, you might need to register as a lobbyist. To check the Code of Conduct and whether you need to register, you can use this [interactive tool](#) on the Office of the Lobbyist Registrar [website](#) their office directly at 416-338-5858 or [lobbyistregistrar@toronto.ca](mailto:lobbyistregistrar@toronto.ca).*

---

**From:** Ontario Line [<mailto:ontarioline@metrolinx.com>]  
**Sent:** January 9, 2020 3:20 PM  
**To:** Councillor Bradford <[Councillor\\_Bradford@toronto.ca](mailto:Councillor_Bradford@toronto.ca)>  
**Subject:** CORRECTION: Ontario Line Open Houses

Sincerest apologies. An old version of the postcard was sent in error. Attached please find the updated version.

---

**From:** Ontario Line  
**Sent:** January-09-20 2:27 PM  
**To:** 'councillor\_bradford@toronto.ca'  
**Cc:** 'Derrick.Toigo@toronto.ca'  
**Subject:** Ontario Line Open Houses

Dear Councillor Bradford,

On June 4, 2019, the Ontario Government passed the “Getting Ontario Moving Act” which assigns responsibility for planning some rapid transit in Toronto to the Province of Ontario. As a result, the Relief Line project has now been replaced by the Ontario Line project. On October 29, 2019, Toronto City Council voted in support of moving forward with Metrolinx to support the development of the Ontario Line and implement more transit within the City of Toronto. With this change, Metrolinx will lead a renewed consultation and exploration process, which will also include additional Environmental Assessment work.

We wish to advise you that Metrolinx will be hosting four public open houses later this month to share information and gather feedback about the Ontario Line. Fifteen potential stations are proposed between Ontario Place and the Ontario Science Centre, with and links to GO Transit, the Eglinton Crosstown LRT, and TTC Lines 1 and 2. The objective of the information sessions will be to provide the public with an overview of the project, the process, and information on future engagement opportunities. Metrolinx is also planning for future engagements where public input will be gathered to inform project design and details.

Public notification will occur via the following:

- Public notices to households in the study area
- An e-blast to the project mailing list
- Direct emails to stakeholders
- Direct mail to property owners who were previously engaged through the Relief Line South project
- Message boards in TTC subway stations
- Ads in the Toronto Star, Le Metropolitan, Toronto L’Express and various community newspapers
- Social media advertisements issued by Metrolinx

The open houses will take place in the last two weeks of January. The same information will be available at each event. Details of the sessions are below:

Date: Thursday, January 23<sup>rd</sup>

Time: 6:30 p.m. – 8:30 p.m.

Location: Ontario Science Centre

770 Don Mills Rd, North York, ON M3C 1T3

Date: Monday, January 27<sup>th</sup>

Time: 6:30 p.m. – 8:30 p.m.

Location: Ryerson University, Tecumseh Auditorium

55 Gould St, Toronto, ON M5B 1E9

Date: Tuesday, January 28<sup>th</sup>

Time: 6:30 p.m. – 8:30 p.m.

Location: Metropolitan Community Church (Leslieville)

115 Simpson Ave, Toronto, ON M4K 1A1

Date: Wednesday, January 29<sup>th</sup>

Time: 6:30 p.m. – 8:30 p.m.

Location: Exhibition Place, Beanfield Centre, Room 201 ABC

105 Princes' Blvd, Toronto, ON M6K 3C3

Please see the attached flyer for further details about the meetings. If you have any questions about the meetings or the project, please feel free to reach out directly.

We look forward to meeting with you to keep you up to date on this transformative project.

Sincerely,

Franca Di Giovanni

Director, Community Relations, Capital Projects – Toronto, METROLINX

416-202-5100

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## **Elected Officials**

- **Councillor Denzil Minnan-Wong**

---

**From:** Ontario Line  
**Sent:** October 14, 2020 5:58 PM  
**To:** Taylor Deasley <Taylor.Deasley@toronto.ca>  
**Subject:** RE: Community Relations in Ward 16

Great, will do!  
-Sivahami

---

**From:** Taylor Deasley <[Taylor.Deasley@toronto.ca](mailto:Taylor.Deasley@toronto.ca)>  
**Sent:** Wednesday, October 14, 2020 2:21 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: Community Relations in Ward 16

Hello,

In future, please send all emails to this email ([taylor.deasley@toronto.ca](mailto:taylor.deasley@toronto.ca)) instead of [councillor\\_minnan-wong@toronto.ca](mailto:councillor_minnan-wong@toronto.ca). I'll be assisting with the community relations work so this works perfectly.

Thank you,

-----

Taylor Deasley

Communications Assistant,  
Deputy Mayor Denzil Minnan-Wong  
Councillor, Ward 16 - Don Valley East

[Taylor.Deasley@toronto.ca](mailto:Taylor.Deasley@toronto.ca)

[Sign up for Ward 16 E-mail Updates](#)

---

**From:** Ontario Line [<mailto:ontarioline@metrolinx.com>]  
**Sent:** October 14, 2020 12:11 PM  
**To:** Taylor Deasley <[Taylor.Deasley@toronto.ca](mailto:Taylor.Deasley@toronto.ca)>  
**Subject:** RE: Community Relations in Ward 16



Hi Taylor,

Thanks so much! It was a pleasure meeting you and Helen on our call last week. I'm Sivahami Vijenthira, the lead on Thorncliffe Park, Flemingdon Park, and Science Centre stations on the Ontario Line community relations team. (For simplicity and consistency, everyone on our team uses this email address, [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).)

In future, should we send communications directly to your email rather than [councillor\\_minnan-wong@toronto.ca](mailto:councillor_minnan-wong@toronto.ca)?

Looking forward to staying connected,  
Sivahami

---

**From:** Taylor Deasley <[Taylor.Deasley@toronto.ca](mailto:Taylor.Deasley@toronto.ca)>

**Sent:** Wednesday, October 14, 2020 11:25 AM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** Community Relations in Ward 16

Hello,

I am reaching out from Deputy Mayor Minnan-Wong's office. I spoke with your staff last week regarding the Ontario Line. You reached out to our office for a list of community groups and local organizations in Ward 16 that would be interested in providing feedback on the project.

I am currently working on getting this list to you. I will send it your way as soon as I'm finished.

-----

Taylor Deasley

Communications Assistant,  
Deputy Mayor Denzil Minnan-Wong  
Councillor, Ward 16 - Don Valley East

[Taylor.Deasley@toronto.ca](mailto:Taylor.Deasley@toronto.ca)

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**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>

**Sent:** September 16, 2020 2:33 PM

**To:** councillor\_minnan-wong@toronto.ca

**Cc:** Ontario Line <ontarioline@metrolinx.com>

**Subject:** RE: Ontario Line update - meeting request

Hello Councillor Minnan-Wong,

On Thursday, September 17, Metrolinx will be releasing the Ontario Line Environmental Conditions Report for public review and feedback. We will also be updating our website with the latest information for the public about procurement and project timelines. Over the coming weeks, we will be posting Neighbourhood Updates to share progress as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

The Ontario Line team would appreciate the opportunity to meet with you and your staff to discuss these updates and answer any questions you may have before the local information for your ward is released. Please have your office provide a couple dates and times **between October 1 - 9** when you are available. We are happy to have one of our team come to your office or setup a virtual meeting using Microsoft Teams. We are working with the Transit Expansion Office to coordinate these briefings and will provide materials and a meeting link in advance.

This round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We will be promoting the opportunity to stakeholders and the public through outreach on print and social media, our websites, e-newsletter and a mailing to residents and businesses within 500m of the alignment.

Our [website](#) will be updated with the Environmental Conditions Report and other Ontario Line details on September 17. Your constituents can [sign up for our e-newsletter](#) to receive updates as soon as new information is released.

We look forward to connecting with you soon.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities

## **Elected Officials**

- **Councillor Jaye Robinson**

**From:**  
**To:**  
**Subject:**  
**Date:**

---

---

**From:** Alysha Archibald <Alysha.Archibald2@toronto.ca>  
**Sent:** October 14, 2020 7:45 AM  
**To:** Josh Vandezande <Josh.Vandezande@metrolinx.com>; Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>; Councillor Jaye Robinson <councillor\_robinson@toronto.ca>  
**Cc:** Rachel Van Fraassen <Rachel.VanFraassen@toronto.ca>; Ontario Line <ontarioline@metrolinx.com>  
**Subject:** RE: Request to Organize a Town Hall - Ontario Line

Fantastic!

We look forward to hearing from you, Josh.

All the best,  
Alysha

**Alysha Archibald**

Communications and Constituency Assistant  
Councillor Jaye Robinson | Ward 15 - Don Valley West | Chair, Toronto Transit Commission (TTC)  
Toronto City Hall | 100 Queen Street W, A12 | Toronto, ON M5H 2N2  
416-338-5944 | [alysha.archibald2@toronto.ca](mailto:alysha.archibald2@toronto.ca) | [www.jayerobinson.ca](http://www.jayerobinson.ca)  
Facebook: [facebook.com/JayeRobinsonWard15](https://facebook.com/JayeRobinsonWard15) | Twitter: [@jayerobinson](https://twitter.com/jayerobinson)

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**From:** Josh Vandezande [<mailto:Josh.Vandezande@metrolinx.com>]  
**Sent:** October 13, 2020 4:41 PM  
**To:** Wynne-CO, Kathleen <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)>; Councillor Jaye Robinson <[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>  
**Cc:** Rachel Van Fraassen <[Rachel.VanFraassen@toronto.ca](mailto:Rachel.VanFraassen@toronto.ca)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Alysha Archibald <[Alysha.Archibald2@toronto.ca](mailto:Alysha.Archibald2@toronto.ca)>  
**Subject:** RE: Request to Organize a Town Hall - Ontario Line

Thanks, we agree and are already in the initial planning stages. We'll work with your offices to determine timing and outreach to encourage participation.

---

**From:** Wynne-CO, Kathleen <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)>  
**Sent:** Tuesday, October 13, 2020 2:59 PM  
**To:** Councillor Jaye Robinson <[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>  
**Cc:** Rachel Van Fraassen <[Rachel.VanFraassen@toronto.ca](mailto:Rachel.VanFraassen@toronto.ca)>; Alysha Archibald <[Alysha.Archibald2@toronto.ca](mailto:Alysha.Archibald2@toronto.ca)>; Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Subject:** RE: Request to Organize a Town Hall - Ontario Line

Hi Alysha,

Thank you for your email to MPP Wynne.

MPP Wynne had met with Leaside Green Condo Board and Metrolinx in May 2020 and she will be joining the follow-up meeting on October 19<sup>th</sup>.

We agree it would be good to have a Town Hall involving Metrolinx and the broader community on the ON Line and we should take up this issue with Metrolinx at the October 19<sup>th</sup> meeting.

MPP Wynne and her team looks forward to working with your office and Metrolinx on it.

I am copying Josh Vandezande, Senior Manager of Community Relations - Ontario Line on this message.

Take care,

Aafooq

**Aafooq Shaikh**

*Executive Assistant & Office Manager*

*Constituency Office of MPP Kathleen Wynne*

*Don Valley West*

**416-425-6777**

---

**From:** Councillor Jaye Robinson <[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>

**Sent:** October 13, 2020 1:10 PM

**To:** Wynne-CO, Kathleen <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)>

**Cc:** Rachel Van Fraassen <[Rachel.VanFraassen@toronto.ca](mailto:Rachel.VanFraassen@toronto.ca)>; Alysha Archibald <[Alysha.Archibald2@toronto.ca](mailto:Alysha.Archibald2@toronto.ca)>

**Subject:** Request to Organize a Town Hall - Ontario Line

Good afternoon MPP Wynne and team,

I hope you had a lovely long weekend.

I'm reaching out on behalf of Councillor Robinson, with regard to the Ontario Line. In addition to our meeting on October 19<sup>th</sup>, it's been suggested that we host a broader Town Hall to discuss the northern segment of the Ontario Line.

Our office would be happy to reconnect and discuss potential dates and event formats following the October meeting.

We look forward to working and organizing this meeting together.

All the best,  
Alysha

**Alysha Archibald**

Communications and Constituency Assistant

Councillor Jaye Robinson | Ward 15 - Don Valley West | Chair, Toronto Transit Commission (TTC)

Toronto City Hall | 100 Queen Street W, A12 | Toronto, ON M5H 2N2

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**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Sent:** October 14, 2020 11:16 AM  
**To:** Councillor Jaye Robinson <councillor\_robinson@toronto.ca>  
**Cc:** Ontario Line <ontarioline@metrolinx.com>; Rachel Van Fraassen <Rachel.VanFraassen@toronto.ca>  
**Subject:** RE: Ontario Line update - meeting request

And here are the [materials for download](#). We will share the slides via Teams and won't review the entire deck but wanted you to have it.

Talk to you soon!

Josh

---

**From:** Councillor Jaye Robinson <[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>  
**Sent:** Tuesday, October 13, 2020 8:37 AM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Rachel Van Fraassen <[Rachel.VanFraassen@toronto.ca](mailto:Rachel.VanFraassen@toronto.ca)>  
**Subject:** RE: Ontario Line update - meeting request

Thank you very much, Josh!

We look forward to receiving them.

All the best,  
Alysha

**Alysha Archibald**

Communications and Constituency Assistant  
Councillor Jaye Robinson | Ward 15 - Don Valley West | Chair, Toronto Transit Commission (TTC)  
Toronto City Hall | 100 Queen Street W, A12 | Toronto, ON M5H 2N2  
416-338-5944 | [alysha.archibald2@toronto.ca](mailto:alysha.archibald2@toronto.ca) | [www.jayerobinson.ca](http://www.jayerobinson.ca)  
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**From:** Josh Vandezande [<mailto:Josh.Vandezande@metrolinx.com>]  
**Sent:** October 13, 2020 8:35 AM  
**To:** Councillor Jaye Robinson <[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Rachel Van Fraassen <[Rachel.VanFraassen@toronto.ca](mailto:Rachel.VanFraassen@toronto.ca)>  
**Subject:** RE: Ontario Line update - meeting request

Hi Alysha,

Here's the link the Microsoft Teams meeting and a dial in option for those who prefer it. I will send along materials shortly.



On a related note, I understand that the Councillor or someone from your office may be participating in a meeting we are having with the board of directors at 1 Leaside Park Drive on October 19 at 4pm. Here's the link to that meeting. The materials will be an abridged version of what we are reviewing tomorrow. Let me know if you have questions.



---

**From:** Councillor Jaye Robinson <[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>  
**Sent:** Tuesday, October 13, 2020 7:53 AM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Rachel Van Fraassen <[Rachel.VanFraassen@toronto.ca](mailto:Rachel.VanFraassen@toronto.ca)>  
**Subject:** RE: Ontario Line update - meeting request

Morning Josh,

I'm just following up on the below to confirm the meeting is still scheduled for this Wednesday, October 14, at 1 p.m.

We look forward to receiving the meeting invite.

All the best,  
Alysha

**Alysha Archibald**  
Communications and Constituency Assistant



Councillor Jaye Robinson | Ward 15 - Don Valley West | Chair, Toronto Transit Commission (TTC)  
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---

**From:** Councillor Jaye Robinson  
**Sent:** September 24, 2020 7:50 AM  
**To:** 'Josh Vandezande' <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Rachel Van Fraassen <[Rachel.VanFraassen@toronto.ca](mailto:Rachel.VanFraassen@toronto.ca)>  
**Subject:** RE: Ontario Line update - meeting request

October 14 at 1 p.m. is perfect!

Thank you very much, Josh.

All the best,  
Alysha

**Alysha Archibald**

Communications and Constituency Assistant  
Councillor Jaye Robinson | Ward 15 - Don Valley West | Chair, Toronto Transit Commission (TTC)  
Toronto City Hall | 100 Queen Street W, A12 | Toronto, ON M5H 2N2  
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Facebook: [facebook.com/JayeRobinsonWard15](https://facebook.com/JayeRobinsonWard15) | Twitter: [@jayerobinson](https://twitter.com/jayerobinson)

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**From:** Josh Vandezande [<mailto:Josh.Vandezande@metrolinx.com>]  
**Sent:** September 24, 2020 7:49 AM  
**To:** Councillor Jaye Robinson <[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Rachel Van Fraassen <[Rachel.VanFraassen@toronto.ca](mailto:Rachel.VanFraassen@toronto.ca)>  
**Subject:** RE: Ontario Line update - meeting request

How about October 14 or 15 at 1pm?

---

**From:** Councillor Jaye Robinson [[mailto:councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)]  
**Sent:** Thursday, September 24, 2020 7:44 AM  
**To:** Josh Vandezande  
**Cc:** Ontario Line; Rachel Van Fraassen  
**Subject:** RE: Ontario Line update - meeting request

Morning Josh,

Completely understood.

Unfortunately, I am out of the office that week. Is there anything available the following week?

All the best,  
Alysha

**Alysha Archibald**

Communications and Constituency Assistant  
Councillor Jaye Robinson | Ward 15 - Don Valley West | Chair, Toronto Transit Commission (TTC)  
Toronto City Hall | 100 Queen Street W, A12 | Toronto, ON M5H 2N2  
416-338-5944 | [alysha.archibald2@toronto.ca](mailto:alysha.archibald2@toronto.ca) | [www.jayerobinson.ca](http://www.jayerobinson.ca)  
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---

**From:** Josh Vandezande [<mailto:Josh.Vandezande@metrolinx.com>]

**Sent:** September 24, 2020 7:43 AM

**To:** Councillor Jaye Robinson <[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>

**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Rachel Van Fraassen  
<[Rachel.VanFraassen@toronto.ca](mailto:Rachel.VanFraassen@toronto.ca)>

**Subject:** RE: Ontario Line update - meeting request

Hi Alysha,

We've had a couple scheduling changes on our side and I was wondering if it would be possible to move the meeting to the following week. Does anything the afternoon of October 6 or 7 work for you?

Thanks for accommodating.

Josh

---

**From:** Councillor Jaye Robinson [[mailto:councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)]

**Sent:** Thursday, September 17, 2020 10:52 AM

**To:** Josh Vandezande

**Cc:** Ontario Line; Rachel Van Fraassen

**Subject:** RE: Ontario Line update - meeting request

Thank you, Josh!

That is perfect. Looking forward to receiving the materials.

All the best,  
Alysha

**Alysha Archibald**

Communications and Constituency Assistant  
Councillor Jaye Robinson | Ward 15 - Don Valley West | Chair, Toronto Transit Commission (TTC)  
Toronto City Hall | 100 Queen Street W, A12 | Toronto, ON M5H 2N2  
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**From:** Josh Vandezande [<mailto:Josh.Vandezande@metrolinx.com>]  
**Sent:** September 17, 2020 10:40 AM  
**To:** Councillor Jaye Robinson <[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Rachel Van Fraassen  
<[Rachel.VanFraassen@toronto.ca](mailto:Rachel.VanFraassen@toronto.ca)>  
**Subject:** RE: Ontario Line update - meeting request

Thanks Alysha.

Could we do Friday, October 2 at 4pm? We'll send materials and an MS Teams link closer to the date.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



---

**From:** Councillor Jaye Robinson [[mailto:councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)]  
**Sent:** Wednesday, September 16, 2020 3:26 PM  
**To:** Josh Vandezande  
**Cc:** Ontario Line; Rachel Van Fraassen  
**Subject:** RE: Ontario Line update - meeting request

Hi Josh,

I'm following up on Councillor Robinson's behalf - thank you for the update.

My colleague, Rachel Van Fraassen, Chief of Staff to Councillor Robinson, and I are available for meetings on Thursday, October 1, and Friday, October 2, any time before noon, or after 3 p.m.

As our office is currently working from home, it would be appreciated if the meeting could

be done virtually via. Microsoft Teams, as you suggested.

Thank you very much,  
Alysha

**Alysha Archibald**

Communications and Constituency Assistant

Councillor Jaye Robinson | Ward 15 - Don Valley West | Chair, Toronto Transit Commission (TTC)

Toronto City Hall | 100 Queen Street W, A12 | Toronto, ON M5H 2N2

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**From:** Josh Vandezande [<mailto:Josh.Vandezande@metrolinx.com>]

**Sent:** September 16, 2020 2:22 PM

**To:** Councillor Jaye Robinson <[councillor\\_robinson@toronto.ca](mailto:councillor_robinson@toronto.ca)>

**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** RE: Ontario Line update - meeting request

Hello Councillor Robinson,

On Thursday, September 17, Metrolinx will be releasing the Ontario Line Environmental Conditions Report for public review and feedback. We will also be updating our website with the latest information for the public about procurement and project timelines. Over the coming weeks, we will be posting Neighbourhood Updates to share progress as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

The Ontario Line team would appreciate the opportunity to meet with you and your staff to discuss these updates and answer any questions you may have before the local information for your ward is released. Please have your office provide a couple dates and times **between October 1 - 9** when you are available. We are happy to have one of our team come to your office or setup a virtual meeting using Microsoft Teams. We are working with the Transit Expansion Office to coordinate these briefings and will provide materials and a meeting link in advance.

This round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We will be promoting the opportunity to stakeholders and the public through outreach on print and social media, our websites, e-newsletter and a mailing to residents and businesses within 500m of the alignment.

Our [website](#) will be updated with the Environmental Conditions Report and other Ontario Line details on September 17. Your constituents can [sign up for our e-](#)

[newsletter](#) to receive updates as soon as new information is released.

We look forward to connecting with you soon.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



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**From:** [Ontario Line](#)  
**To:** ["Councillor\\_Robinson@toronto.ca"](mailto:Councillor_Robinson@toronto.ca)  
**Subject:** Ontario Line Surveying  
**Date:** Wednesday, March 18, 2020 12:55:00 PM  
**Attachments:** [OLine - Surveying - FINAL.pdf](#)  
[image001.png](#)

---

Good afternoon Councillor Robinson,  
Hope you're doing well. We wanted to inform you about upcoming surveying work along the proposed Ontario Line project corridor. This work must be done to confirm the location and accuracy of existing survey monuments and to collect geographic data that will be used to support the project design.

This work is not intrusive and will be done by using handheld and tripod-mounted instruments around the corridor where the Ontario Line will be built. All surveying will be done on public property over the next 4 weeks. There will be no noise or traffic impacts.

We've attached a copy of a notice for this work which will be made available on our website and sent out through our digital channels.

Please let us know if you have any questions or concerns.

Stay safe,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



**From:** Councillor Jaye Robinson <councillor\_robinson@toronto.ca>  
**Sent:** Thursday, February 6, 2020 4:17 PM  
**To:** Ontario Line  
**Subject:** RE: Metrolinx Geophysics Notices - Ward 15

**Categories:** Josh, Complete

Hi Joshua,

Thank you very much for providing our office with this update – it is appreciated.

Have a wonderful rest of your day,  
Alysha

**Alysha Archibald**

Constituency Assistant

Councillor Jaye Robinson | Ward 15 - Don Valley West | Chair, Toronto Transit Commission (TTC)

Toronto City Hall | 100 Queen Street W, A12 | Toronto, ON M5H 2N2

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**From:** Ontario Line [mailto:ontarioline@metrolinx.com]  
**Sent:** February 6, 2020 3:38 PM  
**To:** Councillor Jaye Robinson <councillor\_robinson@toronto.ca>  
**Subject:** Metrolinx Geophysics Notices - Ward 15

Dear Councillor Robinson,

We hope this email finds you well.

Since December 2019, Metrolinx has started evaluating the underground conditions of the area where the Ontario Line project is expected to be built. We wanted to make you aware of some geophysics work beginning in your ward over the next few weeks. This work is done by a vehicle that moves slowly on the road pulling a chain of devices, linked together by a metal cable. Occasionally, the vehicle will stop and a hammer is used to generate a signal. We don't anticipate this work to be intrusive and any noise from this work is similar to regular ambient noise. This work is being done to determine the approach for the construction of this project, and will support the creation of foundation designs and other structural plans.

Notices are being sent through our email newsletter and will be also available on our website: <http://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx>. We've attached a copy of the notice for your ward to this email.

If you have any questions regarding this work or the project, please don't hesitate to reach out.

Best,

Joshua Patel

Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



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## **Elected Officials**

- **Councillor Joe Cressy**

**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

---

---

**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Sent:** September 17, 2020 11:27 AM  
**To:** Brent Gilliard <Brent.Gilliard@toronto.ca>  
**Cc:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** RE: connecting re: Ontario Line

Thanks Brent.

The content is now live on our [website](#). We're doing some outreach to the following orgs today as well and happy to add some more based on your recommendations. I've attached the notice about the Environmental Conditions Report in case you want to share it. It's detailed (as required by regulation) so providing the web link is just fine too.

- Liberty Village BIA • Queen West BIA
- Liberty Village Residents Association • Toronto Grange Community Association
- Fort York Neighbourhood Association • Chinatown BIA
- Friends of Fort York
- Toronto Entertainment District BIA
- YMCA

Happy to answer questions anytime and we look forward to meeting!

Josh

---

**From:** Brent Gilliard [<mailto:Brent.Gilliard@toronto.ca>]  
**Sent:** Thursday, September 17, 2020 10:54 AM  
**To:** Josh Vandezande  
**Cc:** Ontario Line  
**Subject:** RE: connecting re: Ontario Line

Hi Josh,

Thanks for sharing this information. My colleague Angela will be in touch about scheduling a briefing for Councillor Cressy.

Looking forward to the west-end neighbourhood update today. We'll promote it to residents and BIAs in the affected neighbourhoods. I'm sure there will be some interest in the surface impacts by

Exhibition GO station and in the new park at Garrison Crossing.

We haven't had a chance yet to closely read the new report from the Transit Expansion Office that was published yesterday, but if we have any questions that arise from it, the Neighbourhood Update, or anything raised by the community that can't wait for the briefing, I'll let you know.

Brent

---

**From:** Josh Vandezande [<mailto:Josh.Vandezande@metrolinx.com>]

**Sent:** September 15, 2020 11:52 AM

**To:** Brent Gilliard <[Brent.Gilliard@toronto.ca](mailto:Brent.Gilliard@toronto.ca)>

**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** RE: connecting re: Ontario Line

Hi Brent,

Here is a download link to the materials that we would like to go over in the briefing. We're happy to follow the Councillor's lead and jump right into specific questions or walk through the deck and answer questions as we go.

<https://we.tl/t-ZKlkrbzkEA>

The material is taken from what we will be releasing publicly starting later this week:

- Summary of the procurement packages
- Updated project timeline
- Ontario Line EA process
- Environmental Conditions Report (to be released for public consultation on September 17)
- Neighbourhood Updates - the alignment or route of the line as well as station positioning (These are being released in segments, starting with the West (Exhibition through Queen/Spadina) on September 17, but I have included the rest of Downtown and out to East Harbour in the attached).

Note that while property requirements have not yet been finalized, we are reaching out to some property owners in the station areas so that they are aware there may be impacts to their property. We are doing this proactively so that property owners know who to contact if they have questions about the Ontario Line and its anticipated impact on their home or business. I'll send you a list of the addresses that we contacted.

We are happy to have one of our team come to your office or setup a virtual meeting using Microsoft Teams.

Finally, because some of the information in the deck will not be released publicly until later this month, we ask that you keep these materials confidential.

If you have any immediate questions or want to setup time, please reach out anytime.

Thanks,  
Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



---

**From:** Brent Gilliard [<mailto:Brent.Gilliard@toronto.ca>]  
**Sent:** Monday, September 14, 2020 3:08 PM  
**To:** Josh Vandezande  
**Cc:** Franca Di Giovanni  
**Subject:** RE: connecting re: Ontario Line

Thanks Josh. Looking forward to learning more. We can talk about scheduling a meeting for the councillor after you send the materials over tomorrow.

Brent

Brent Gilliard  
Chief of Staff  
Office of Councillor Joe Cressy  
Ward 10, Spadina-Fort York  
416-392-4044  
[www.joecressy.com](http://www.joecressy.com)

Communicating with a councillor or councillor's staff at the City of Toronto on certain subject matters (e.g. all communication covering sales information, pricing and business development) may require you to register as a lobbyist. To help determine if you are required to register, you may refer to the [interactive tool](#) on the Office of the Lobbyist Registrar [website](#). You may also contact the Office of the Lobbyist Registrar by phone at 416-338-5858 or by email at [lobbyistregistrar@toronto.ca](mailto:lobbyistregistrar@toronto.ca).

---

**From:** Josh Vandezande [<mailto:Josh.Vandezande@metrolinx.com>]  
**Sent:** September 14, 2020 10:28 AM  
**To:** Brent Gilliard <[Brent.Gilliard@toronto.ca](mailto:Brent.Gilliard@toronto.ca)>  
**Cc:** Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>  
**Subject:** RE: connecting re: Ontario Line

Totally understandable, it's been hectic I'm sure! The Ontario Line Environmental Conditions Report will be released on Thursday, September 17. At the same time, we will start to share some updates on progress with refining the alignment and the positioning of stations. I'll get some materials over to you tomorrow and you can let me know when the Councillor has time to meet. We know it's been a while since we provided an update and want to make sure your office has an opportunity to raise any questions. I am also working with the City's Transit Expansion office to ensure good coordination.

We'll send a separate message to the Councillor's email with information that can be shared with constituents. I look forward to working with your office.

Sincerely,  
Josh

---

**From:** Brent Gilliard [<mailto:Brent.Gilliard@toronto.ca>]  
**Sent:** Tuesday, September 08, 2020 12:31 PM  
**To:** Josh Vandezande  
**Cc:** Franca Di Giovanni  
**Subject:** RE: connecting re: Ontario Line

Hi Josh,

Nice to be connected to you. Thanks for reaching out.

As much lead time as possible on scheduling anything with Councillor Cressy will be appreciated! With his duties as Chair of the Board of Health, his schedule can be a challenge in the near-term. Even if we are just booking something tentatively while recognizing the date might still change, that's easier than trying to squeeze it in with a couple weeks' notice.

Thanks again,  
Brent

Brent Gilliard  
Chief of Staff  
Office of Councillor Joe Cressy  
Ward 10, Spadina-Fort York  
416-392-4044  
[www.joecressy.com](http://www.joecressy.com)

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**From:** Josh Vandezande [<mailto:Josh.Vandezande@metrolinx.com>]

**Sent:** September 8, 2020 11:27 AM

**To:** Brent Gilliard <[Brent.Gilliard@toronto.ca](mailto:Brent.Gilliard@toronto.ca)>

**Cc:** Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>

**Subject:** connecting re: Ontario Line

Hi Brent,

I wanted to write and introduce myself as the new Senior Manager for Community Relations on the Ontario Line. Franca mentioned that you and she had been in touch earlier this year and I hoped I could pick up that conversation as we continue our work on the project. We are getting ready to share some more details about the Ontario Line and will be setting up advance briefings for councillors in the near future. In the meantime, happy to answer any questions you may have or find a time to connect.

Sincerely,  
Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



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**From:** [Ontario Line](#)  
**To:** [councillor\\_cressy@toronto.ca](mailto:councillor_cressy@toronto.ca)  
**Subject:** Metrolinx Geotechnical Investigations Notice - Ward 10  
**Date:** Monday, January 27, 2020 2:11:00 PM  
**Attachments:** [OLine - Cherry Street - FINAL.pdf](#)  
[image002.png](#)

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Dear Councillor Cressy,

We hope this email finds you well.

Since December 2019, Metrolinx has started evaluating the underground conditions of the area where the Ontario Line project is expected to be built. Work is done by using a small drill rig that drills into the ground, collecting soil and rock samples for further testing. This work is to be done to determine the approach for the construction of this project, and will support the creation of foundation designs and other structural plans.

We wanted to make you aware of geotechnical investigations beginning in your ward on Cherry Street near the Gardiner Expressway, starting the week of January 27th. Notices are being distributed locally to all residential and commercial addresses in close proximity to the work site. We've attached a copy of the notice to this email. The notice is also being uploaded on the Ontario Line webpage at: <http://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx>

If you have any questions regarding this work or the project, please don't hesitate to reach out.

Best,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



## **Elected Officials**

- **Councillor Kristyn Wong-Tam**



**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Sent:** September 25, 2020 3:28 PM  
**To:** Robyn Bidgood <Robyn.Bidgood@toronto.ca>; Megan Poole <Megan.Poole@toronto.ca>  
**Cc:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** RE: Ontario Line update - meeting request

Hi Robyn,

Here's a [link](#) to download the materials and a link to the Microsoft Teams meeting along with a teleconference number if that is preferable.



We look forward to meeting with the Councillor next week.

---

**From:** Robyn Bidgood [<mailto:Robyn.Bidgood@toronto.ca>]  
**Sent:** Friday, September 25, 2020 9:40 AM  
**To:** Josh Vandezande; Megan Poole  
**Cc:** Ontario Line  
**Subject:** RE: Ontario Line update - meeting request

Hi Josh,

Hope you're doing well.

I just wanted to check back in about getting the details for this meeting? If it's easier if our office sets up the WebEx meeting, I'd be happy to do so.

Let me know what works best.

Warm regards,  
Robyn

Robyn Bidgood  
Administrative Coordinator  
City Councillor Kristyn Wong-Tam  
Ward 13, Toronto Centre

tel: 416.392.7903

email: [councillor\\_wongtam@toronto.ca](mailto:councillor_wongtam@toronto.ca)

Stay informed! Sign up for updates:

[www.kristynwongtam.ca](http://www.kristynwongtam.ca)

If you have scheduled a meeting with anyone in Councillor Wong-Tam's Office, you may be required to register as a Lobbyist. The City of Toronto's definition of lobbying is quite broad. You are advised to check for more information online <http://www.toronto.ca/lobbying/> or phone (416) 338-5858.

---

**From:** Robyn Bidgood  
**Sent:** Friday, September 18, 2020 12:20 PM  
**To:** 'Josh Vandezande'; Megan Poole  
**Cc:** Ontario Line  
**Subject:** RE: Ontario Line update - meeting request

Great!

Thank you.

Robyn

---

**From:** Josh Vandezande [<mailto:Josh.Vandezande@metrolinx.com>]  
**Sent:** Thursday, September 17, 2020 4:27 PM  
**To:** Robyn Bidgood; Megan Poole  
**Cc:** Ontario Line  
**Subject:** RE: Ontario Line update - meeting request

Hi Robyn,

That works! We'll send along materials and a link to the MS Teams meeting Monday.

Thanks  
Josh

---

**From:** Robyn Bidgood [<mailto:Robyn.Bidgood@toronto.ca>]  
**Sent:** Thursday, September 17, 2020 3:19 PM  
**To:** Josh Vandezande; Megan Poole  
**Cc:** Ontario Line  
**Subject:** RE: Ontario Line update - meeting request

Hi Josh,

Thank you for following up.

How about September 29<sup>th</sup> at 2pm? Let me know if you need me to send along video conference details.

Warm regards,  
Robyn

Robyn Bidgood  
Administrative Coordinator  
City Councillor Kristyn Wong-Tam  
Ward 13, Toronto Centre

tel: 416.392.7903  
email: [councillor\\_wongtam@toronto.ca](mailto:councillor_wongtam@toronto.ca)

Stay informed! Sign up for updates:  
[www.kristynwongtam.ca](http://www.kristynwongtam.ca)

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**From:** Josh Vandezande [<mailto:Josh.Vandezande@metrolinx.com>]  
**Sent:** Wednesday, September 16, 2020 3:16 PM  
**To:** Megan Poole  
**Cc:** Ontario Line; Robyn Bidgood  
**Subject:** RE: Ontario Line update - meeting request

Thanks Megan. We'll work with Robyn to find a date and I will be sharing the meeting time with the TEO and TTC so they can have representatives attend, if available.

---

**From:** Megan Poole [<mailto:Megan.Poole@toronto.ca>]  
**Sent:** Wednesday, September 16, 2020 3:07 PM  
**To:** Josh Vandezande  
**Cc:** Ontario Line; Robyn Bidgood  
**Subject:** Re: Ontario Line update - meeting request

Hi Josh,

Thank you for reaching out and I hope everyone is staying safe.

I've copied my colleague Robyn who manages the Councillor's schedule to set up a meeting.

Given the ongoing discussions with the Transit Expansion Office, I imagine it would be beneficial to have them present as well. I will leave it to Robyn to set up a time between **September 18 and 30.**

Lastly, Lorraine is no longer working in the Councillor's office.

I will leave it to you and Robyn to set up an agreeable time.

Warm regards,

**Megan Poole** (she/her)  
*Advisor, Policy and Community Relations*

**City Councillor Kristyn Wong-Tam**  
Ward 13, Toronto Centre  
tel: 416.392.7903

*If you have scheduled a meeting with anyone in Councillor Wong-Tam's Office, you may be required to register as a Lobbyist. The City of Toronto's definition of lobbying is quite broad. You are advised to check for more information online <http://www.toronto.ca/lobbying/> or phone (416) 338-5858.*

---

**From:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Sent:** September 16, 2020 2:09 PM  
**To:** Councillor Wongtam  
**Cc:** Ontario Line; Megan Poole; Lorraine Hewitt  
**Subject:** RE: Ontario Line update - meeting request

Hello Councillor Wong-Tam,

On Thursday, September 17, Metrolinx will be releasing the Ontario Line Environmental Conditions Report for public review and feedback. We will also be updating our website with the latest information for the public about procurement and project timelines. Over the coming weeks, we will be posting Neighbourhood Updates to share progress as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

The Ontario Line team would appreciate the opportunity to meet with you and your staff to discuss these updates and answer any questions you may have before the local information for your ward is released. Please have your office provide a couple dates and times **between September 18 and 30** when you are available. We are happy to have one of our team come to your office or setup a virtual meeting using Microsoft Teams. We are working with the Transit Expansion Office to coordinate these briefings and will provide materials and a meeting link in advance.

This round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We will be promoting the opportunity to stakeholders and the public through outreach on print and social media, our websites, e-newsletter and a mailing to residents and businesses within 500m of the alignment.

Our [website](#) will be updated with the Environmental Conditions Report and other Ontario Line details on September 17. Your constituents can [sign up for our e-newsletter](#) to receive updates as soon as new information is released.

We look forward to connecting with you soon.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



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## **Elected Officials**

- **Councillor Kristyn Wong-Tam  
Briefing Material**

## Meeting notes – Briefing to Councillor Wong-Tam - Sept 29<sup>h</sup> 2020

[Link](#) to presentation materials

### Summary:

- Engagement with the community is important and Councillor Wong-Tam wants to see her office to play an active role in the crafting a process of engagement so residents are not blindsided by the project. Councillor suggested community pop-ups around proposed station areas and community specific liaison groups.
- Protecting green space is a high priority for the Councillor and concerns were raised with current proposed station location at Moss Park. Stressed how much the community values green space the park provides and suggested alternative locations to build the station.
  - Suggested a city council motion in order to bring more public attention to how the Moss Park station location was chosen.
- Wants to see MX and TTC work together on refurbishing existing TTC stations to ensure a better customer experience throughout the TTC system.

### Attendees:

#### MX

- Carrie Sheaffer
- Josh Vandezande
- Damien Forbes
- Lancefield Morgan
- Bismah Haq
- Richard Borbridge
- Pam Foster
- Michael Tham
- Malcolm Mackay
- Daryl Gonsalves

#### TTC

- Laurence Lui

#### IO

- Al Findlay

#### Transit Expansion Office

- Julia Murnaghan

#### City of Toronto

- Kurtis Elton

#### Councillor Wong-Tam's Office

- Councillor Wong-Tam
- Edward LaRusic (represents St. Lawrence neighbourhood, West Don Lands)
- Megan Pool (represents Corktown)

- Zahrah Munas (represents Cabbagetown and Garden District)

**Meeting Purpose:** To brief Councillor Wong-Tam on the updates to the Ontario Line project since January 2020, specifically the Downtown segment, procurement, engagement process and next steps.

**Agenda:**

- Safety Moment & Indigenous Land Acknowledgement – Josh
- Welcome and Introduction to MX representatives – Josh
- Progress since January and where are we at - Sponsor/technical team
- Procurement packages – Chris T/Arsalan
- Timeline - Josh
- EA process / ECR - James/Carrie
- Segment overview - Sponsor
- Local stations detail (Downtown) – Sponsor + technical team.
- Discussion - ALL
- Virtual engagement and community outreach plans – Josh

**Discussion:**

**Councillor Wong-Tam**

- Councillor wants to work with MX to create a working group focused on crafting an engagement method for the community.
  - MX: Already begun ad-hoc engagement with resident associations, BIAs, and elected officials. We also plan to identify and start up local community tables in specific areas to engage as well. Finally, we have community offices at Queen East and north end of Thorncliffe Park.
- Councillor suggested a pop up at the station location to start to visualize where the stations will be.
  - MX: Great idea, we will look at implementing it.
- Councillor suggested refurbishment to the existing TTC stations due to drastic difference in conditions between existing TTC stations compared to the new Ontario Line stations. Concerned about the rider experience and how developers like Cadillac Fairview have been asking for a better overall subway experience.
  - MX: There will be new additions from the Ontario Line which will serve existing TTC stations. MX will work with the TTC and Toronto Transit expansion office and ensure a better customer experience throughout the entire subway system.
- Councillor concerned with how much green space is going to be lost at Moss Park due to the station construction. Suggested moving the station between Sherbourne and Seaton Street, or at the foreground of Moss Park Armory. Concerned with loss of trees at the park as well. Emphasized that a large part of the neighbourhood lives at the Moss Park Towers.
  - MX: We are minimizing the footprint at the park with the current proposed station location. We believe the station will be roughly 25 metres by 25 metres.
  - MX: Due to technical limits, we cannot push it further east of Sherbourne Street. We tried engaging the Department of National Defense for the Moss Park Armoury. They do not seem to want to entertain the idea at all.
- Councillor suggested a city council motion to make the request to study Moss Park station location public. Even if it is technically impossible or the Department of National Defense rejects the proposal, it will be publically reported.



- MX: We do not need a motion to study this but welcome it if the Councillor chooses to do so.
- For the Corktown station location, the Councillor questioned why the station was moved off King Street East.
  - MX: explained that impact was lower to residents and businesses. The new location allows MX enough space for construction staging.

Edward Larusic:

- There are plans to put a parking lot and library at the First Parliament Site. How will MX balance all of those priorities while ensuring the First Parliament heritage is protected during Corktown station construction?
  - MX: We are prioritizing the archeological study first before any work is done so that our approach is informed by that study.

**Action items for MX:**

- Work with Councillor to engage the community in specific neighbourhoods in the short and medium term. MX mentioned these tables we be started by the end of October.
- Station details:
  - Working with TTC to upgrades to existing stations
  - Options for Moss Park, reducing footprint of the station and providing details to Councillor Wong-Tam about the feasibility of having the station located between Sherbourne and Seaton Street, or at the foreground of Moss Park Armory.

Tone of Meeting – 4 (negative)

## **Elected Officials**

- **Councillor Paula Fletcher**

**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Sent:** September 16, 2020 2:01 PM  
**To:** Councillor Paula Fletcher <councillor\_fletcher@toronto.ca>  
**Cc:** Daryl Finlayson <Daryl.Finlayson2@toronto.ca>; Nicolas Valverde <nicolas.valverde@toronto.ca>; Kerrie Stambler <Kerrie.Stambler3@toronto.ca>; Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Ontario Line update - meeting request

Hello Councillor Fletcher,

On Thursday, September 17, Metrolinx will be releasing the Ontario Line Environmental Conditions Report for public review and feedback. We will also be updating our website with the latest information for the public about procurement and project timelines. Over the coming weeks, we will be posting Neighbourhood Updates to share progress as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

The Ontario Line team would appreciate the opportunity to meet with you and your staff to discuss these updates and answer any questions you may have before the local information for your ward is released. Please have your office provide a couple dates and times **between September 23 and 30** when you are available. We are happy to have one of our team come to your office or setup a virtual meeting using Microsoft Teams. We are working with the Transit Expansion Office to coordinate these briefings and will provide materials and a meeting link in advance.

This round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We will be promoting the opportunity to stakeholders and the public through outreach on print and social media, our websites, e-newsletter and a mailing to residents and businesses within 500m of the alignment.

Our [website](#) will be updated with the Environmental Conditions Report and other Ontario Line details on September 17. Your constituents can [sign up for our e-newsletter](#) to receive updates as soon as new information is released.

We look forward to connecting with you soon.

Josh Vandezande

Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



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**From:** [Ontario Line](#)  
**To:** [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)  
**Subject:** Ontario Line Surveying  
**Date:** Wednesday, March 18, 2020 12:56:00 PM  
**Attachments:** [OLine - Surveying - FINAL.pdf](#)  
[image001.png](#)

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Good afternoon Councillor Fletcher,  
Hope you're doing well. We wanted to inform you about upcoming surveying work along the proposed Ontario Line project corridor. This work must be done to confirm the location and accuracy of existing survey monuments and to collect geographic data that will be used to support the project design.

This work is not intrusive and will be done by using handheld and tripod-mounted instruments around the corridor where the Ontario Line will be built. All surveying will be done on public property over the next 4 weeks. There will be no noise or traffic impacts.

We've attached a copy of a notice for this work which will be made available on our website and sent out through our digital channels.

Please let us know if you have any questions or concerns.

Stay safe,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



## **Elected Officials**

- **MPP Chris Glover**

**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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**From:** Ontario Line  
**Sent:** October 16, 2020 4:38 PM  
**To:** Glover-CO, Chris <CGlover-CO@ndp.on.ca>  
**Subject:** RE: Following up: Ontario Line shareable and upcoming open houses

Hi Benna,

Thank you to MPP Glover and you and your team for organizing a great town hall! We appreciated having the opportunity to join the town hall and all of your assistance throughout the event planning process.

I wanted to follow up with links to resources discussed during the town hall yesterday. Please let me know if there is anything we missed:

- Ontario Line – Environmental Assessment Process Overview [REDACTED]
- Draft Ontario Line Environmental Conditions Report [REDACTED]
- Ontario Line Initial Business Case [REDACTED] (includes information on ridership projections)

More information about the Ontario Line can also be found [here](#) on our main website including an option to sign up for our e-newsletter updates [here](#).

Our Metrolinx Engage website [here](#) also hosts detailed information about the project including neighbourhood-specific updates on our “Get Engaged” page [here](#). You can also submit questions directly to our team through Metrolinx Engage [here](#) or post comments or questions on the public forum [here](#) for our team to respond.

MPP Glover also mentioned at the end of last night’s session that about 200 people tuned in – what great engagement! Would you be able to share some high-level statistics about how many people watched the two sessions? If possible, we would love to know how many people tuned in across platforms (Zoom, YouTube, Facebook and Twitter for the first session).

If you have any questions or additional follow up, please do not hesitate to reach out. I look forward to hearing from you.

Have a great weekend!

Caitlin

## The Ontario Line Community Relations team



---

**From:** Glover-CO, Chris <[CGlover-CO@ndp.on.ca](mailto:CGlover-CO@ndp.on.ca)>  
**Sent:** Thursday, October 15, 2020 6:13 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: Following up: Ontario Line shareable and upcoming open houses

Hi Caitlin,

Please see additional questions attached. Sorry for the terrible format. We will try to get to as many of these as possible and I will also be fielding questions live and sending them to Chris like this afternoon's townhall.

Warmly,

**Benna Whahedi, Constituency Assistant (she/her)**  
**Office of MPP Chris Glover, Spadina-Fort York**  
226-A Bathurst Street, Toronto, ON M5T 2R9  
416.603.9664 | [cglover-co@ndp.on.ca](mailto:cglover-co@ndp.on.ca)

*Sign up for MPP Glover's newsletter [here](#)*

We acknowledge that our office is located on the traditional land of the Ojibway, the Anishinaabe, and the Mississaugas of the Credit.  
Today, this meeting place is still the home to many Indigenous people and we are grateful to have the opportunity to work on this land.

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Friday, October 9, 2020 4:45 PM  
**To:** Glover-CO, Chris <[CGlover-CO@ndp.on.ca](mailto:CGlover-CO@ndp.on.ca)>  
**Subject:** RE: Following up: Ontario Line shareable and upcoming open houses

Thank you so much for this, Benna. Have a great Thanksgiving long weekend!

Caitlin

## The Ontario Line Community Relations team



---

**From:** Glover-CO, Chris <[CGlover-CO@ndp.on.ca](mailto:CGlover-CO@ndp.on.ca)>  
**Sent:** Friday, October 09, 2020 4:26 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>



**Subject:** RE: Following up: Ontario Line shareable and upcoming open houses

Hi Caitlin,

Thank you for the call today! Please see the answers to your questions below in blue and see the PDF document I've attached with two questions/comments we have so far. To reiterate, we are sending out the invite today with a registration link which asks them to submit questions ahead of time. We can't control how many actually do it, but we are hoping they will.

Regarding what the audience will see during the live stream, will it look similar to the YouTube example you sent over (i.e. will the audience see everyone from Metrolinx on the livestream in addition to MPP Glover)?

We have decided to use something called Restream ([restream.io](https://restream.io)) instead of Public Square for both town halls. Think of it like a webinar. It will allow us to stream the Zoom video to Chris's Facebook, Instagram, twitter, and YouTube accounts. People will watch from those platforms and can submit questions and comments through the social media platforms. Restream combines all comments/questions to one spot for us. We will moderate it and obtain live questions and submit them to Chris to ask you. The audience will see everyone who is on the Zoom call and will be able to see when you share your screen for the presentation. We have included a Google form link in our poster asking people to register through there and have asked them to submit questions ahead of time. As we get questions, I will provide them to you.

We see that Public Square had a separate event page to display audience questions; do you know if this will be the case during the open house? I know you mentioned you were testing out another third party moderator.

Since all Restream does is project the Zoom video to different social media platforms, people are able to comment/question on those platforms at any time. I will have access to those questions comments on the back end and will ban anyone who is being vulgar, etc.

We will have a presentation deck as part of our update on the Ontario Line; will we be able to present the deck during the open house via the Zoom to YouTube format?

Yes, in the Zoom call we will ensure you are given the authorization to share your screen.

Regarding questions, have you already started to receive some as people register? If so, can you give us a sense of the kind of questions coming in? We are hoping to address some key questions during the presentation. Do you know when you will be able to send us the list of questions by?

Please see the attached PDF file with two questions that have been submitted so far.

Please don't hesitate to call me or email back for clarification on anything .

Warmly,

**Benna Whahedi, Constituency Assistant (she/her)**

**Office of MPP Chris Glover, Spadina-Fort York**

226-A Bathurst Street, Toronto, ON M5T 2R9

416.603.9664 | [cglover-co@ndp.on.ca](mailto:cglover-co@ndp.on.ca)

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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Friday, October 9, 2020 12:10 PM  
**To:** Glover-CO, Chris <[CGlover-CO@ndp.on.ca](mailto:CGlover-CO@ndp.on.ca)>  
**Subject:** RE: Following up: Ontario Line shareable and upcoming open houses

Hi Benna,

Thank you for your quick response! Absolutely, I am free after 2:30 p.m. Is there a particular time this afternoon that works for you? What is the best number to reach you?

Thanks,

Caitlin

The Ontario Line Community Relations team



---

**From:** Glover-CO, Chris <[CGlover-CO@ndp.on.ca](mailto:CGlover-CO@ndp.on.ca)>  
**Sent:** Friday, October 09, 2020 11:58 AM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: Following up: Ontario Line shareable and upcoming open houses

Hi Caitlin,

Are you available for a phone call? We have made more decisions and a phone call might make it easier.

Warmly,

**Benna Whahedi, Constituency Assistant (she/her)**  
**Office of MPP Chris Glover, Spadina-Fort York**  
226-A Bathurst Street, Toronto, ON M5T 2R9  
416.603.9664 | [cgllover-co@ndp.on.ca](mailto:cgllover-co@ndp.on.ca)

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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Friday, October 9, 2020 11:56 AM  
**To:** Glover-CO, Chris <[CGlover-CO@ndp.on.ca](mailto:CGlover-CO@ndp.on.ca)>  
**Subject:** RE: Following up: Ontario Line shareable and upcoming open houses

Hi Benna,

No apology necessary, thank you for sending over the video and Public Square page examples and for your quick response to our questions!

We have a few follow up questions. Regarding what the audience will see during the live stream, will it look similar to the YouTube example you sent over (i.e. will the audience see everyone from Metrolinx on the livestream in addition to MPP Glover)?

We see that Public Square had a separate event page to display audience questions; do you know if this will be the case during the open house? I know you mentioned you were testing out another third party moderator.

We will have a presentation deck as part of our update on the Ontario Line; will we be able to present the deck during the open house via the Zoom to YouTube format?

Regarding questions, have you already started to receive some as people register? If so, can you give us a sense of the kind of questions coming in? We are hoping to address some key questions during the presentation. Do you know when you will be able to send us the list of questions by?

Thank you very much for all of your help. I look forward to hearing from you.

Caitlin

The Ontario Line Community Relations team



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**From:** Glover-CO, Chris <[CGlover-CO@ndp.on.ca](mailto:CGlover-CO@ndp.on.ca)>

**Sent:** Tuesday, October 06, 2020 12:13 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** RE: Following up: Ontario Line shareable and upcoming open houses

Hi Caitlin,

Sorry for the delay in my response and for not getting the example to you sooner. We are actually at a cross roads right now and are trying to decide whether we should use Restream or Public Square (Public Square is the third-party moderator I was talking about in our meeting). Pranav and I are going to be testing out Restream today at 5 pm to see if it is a better option.

For now, I can share the following for your consideration:

Here is what the Public Square page would look like: <https://publicsquare.io/live/relief-for-students>

- The live Zoom video will be embedded in the area where you see "Thanks for attending the event"
- To the right, you can see the live comments, reactions and questions.
- These questions are approved on the backend.
- The Zoom video itself goes live on our YouTube page as well and that is where the recording will

stay: <https://www.youtube.com/watch?v=ymnvH9Npv28>.

Here are some answers (in blue) I have for you so far:

- We discussed two one-hours sessions on Thursday, October 15 at 1-2 p.m. for BIAs and 7-8 p.m. for residents' associations and community groups – are these dates and times confirmed in MPP Glover's schedule?
  - The confirmed date/times are October 15 from 12 – 1 pm for BIAs and from 7 – 8 pm for residents associations and community groups; yes, they are confirmed in the MPPs schedule.
    - Does this date and these times still work for you?
- Will your office be capping the number of attendees?
  - No, we usually don't cap attendees; we want as many attendees as possible for engagement
- Would your office be open to sharing registration information?
  - In particular, we are hoping some attendees might be able to submit questions about the Ontario Line in advance that we can work into our presentation to address
    - We will ask attendees to email us to register and will include a line in our ads asking them to submit questions they have
    - We will definitely share submitted questions with your team
    - We cannot share personal information shared with us like name, postal code, phone #, etc.

Warmly,

**Benna Whahedi, Constituency Assistant (she/her)**  
**Office of MPP Chris Glover, Spadina-Fort York**

226-A Bathurst Street, Toronto, ON M5T 2R9  
416.603.9664 | [cglover-co@ndp.on.ca](mailto:cglover-co@ndp.on.ca)

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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** Monday, October 5, 2020 1:21 PM

**To:** Glover-CO, Chris <[CGlover-CO@ndp.on.ca](mailto:CGlover-CO@ndp.on.ca)>

**Subject:** Following up: Ontario Line shareable and upcoming open houses

Hi Benna,

I hope this message finds you well! I am writing to follow up on our discussion last Wednesday, September 30 regarding MPP Glover's upcoming virtual open house on the Ontario Line.

As discussed, I have attached a shareable from our team with information about the

Ontario Line.

Would you be able to send over the video example we discussed of a previous virtual town hall where you used the third-party moderator?

We also had a few questions:

- We discussed two one-hours sessions on Thursday, October 15 at 1-2 p.m. for BIAs and 7-8 p.m. for residents' associations and community groups – are these dates and times confirmed in MPP Glover's schedule?
- Will your office be capping the number of attendees?
- Would your office be open to sharing registration information?
  - In particular, we are hoping some attendees might be able to submit questions about the Ontario Line in advance that we can work into our presentation to address

Thank you very much for your time and all of your help. We look forward to hearing from you.

Caitlin

The Ontario Line Community Relations team



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**Attachments:**

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**From:** Ontario Line  
**Sent:** October 14, 2020 4:29 PM  
**To:** Bakaraju , Pranav <PBakaraju@ndp.on.ca>  
**Cc:** Glover-CO, Chris <CGlover-CO@ndp.on.ca>  
**Subject:** RE: Following up: Ontario Line shareable and upcoming open houses

Hi Pranav,

Thank you so much for the update and details for tomorrow. We really appreciate all of your team's help and look forward to joining the open house sessions. We will join each session early to make sure there are no tech issues.

See you then!

Caitlin

The Ontario Line Community Relations team



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**From:** Bakaraju , Pranav <[PBakaraju@ndp.on.ca](mailto:PBakaraju@ndp.on.ca)>  
**Sent:** Wednesday, October 14, 2020 2:47 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Glover-CO, Chris <[CGlover-CO@ndp.on.ca](mailto:CGlover-CO@ndp.on.ca)>  
**Subject:** RE: Following up: Ontario Line shareable and upcoming open houses

Hi Caitlin,

Thanks so much for checking in! My name is Pranav, and I was also on the original call with Benna when we were organizing these info sessions. I see Benna answered most of your questions earlier, but to reiterate, we will not use a 3<sup>rd</sup> party provider, and will simply use a closed Zoom meeting as a webinar and restream the presentation using our other platforms (Facebook, Youtube, Twitter etc.). Any comments and questions that we receive during the event will be consolidated and sent to Chris (who will also be on the zoom call with you), so that he can share the audience's thoughts. I've

included zoom links below.

Here are additional questions we have received so far:

- Where will the stations be located? How will the design and construction affect our heritage street and buildings? Especially on Queen West & West Queen West?
- RE: Corktown Stop - What roads are expected to be closed off during construction?
- When do you expect construction to be completed in the best case scenario? Worst case scenario? What is the chance the Ontario Line is not built at all?
- Why are there no stops between Exhibition Place and King Street? Wouldn't a stop serving the Fort York-Cityplace area make sense?
- Will construction begin asap and be completed without interruption by political or self-interest groups?
- I would like to know where station entrance will be located for Spadina/Queen stop.
- Transit and traffic interruptions and duration of construction.
- When will final design plans be released?

Here is a zoom link for the first info session (geared towards small business owners) from 12 pm – 1 pm on Thurs, Oct 15. We ask that you join at 11:30 am or shortly after if possible, in order to test technology and get our streaming capabilities up before we go live at 12 pm. As mentioned we will ensure you can share your screen for your presentation, and it may be a good idea to leave some time at the end (at least 15 mins) for any questions that may come up during the hour.

Chris Glover is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

[REDACTED]

[REDACTED]

[REDACTED]

Here is a zoom link for the second info session (geared towards residents) from 7 pm – 8 pm on Thurs, Oct 15. Again, we ask if you can join shortly before 6:45 pm so we can test technology and get our streaming links up before going live at 7 pm. Again, you can share your screen and it would be good to leave time at the end for any questions that come up during the hour.

Chris Glover is inviting you to a scheduled Zoom meeting.

Join Zoom Meeting

[REDACTED]

[REDACTED]

[REDACTED]

Please let me know if you have any further questions or need anything else from us! Thanks so much for your help doing this – there's been lots of local interest on the project, so we're expecting a wide audience!

**Pranav Bakaraju, Legislative Assistant (he/him)**

**Office of MPP Chris Glover, Spadina-Fort York**

Queen's Park - Room W343, Toronto, ON M7A 1A8

416.326.7196 | [cglover-qp@ndp.on.ca](mailto:cglover-qp@ndp.on.ca)

**Community Office Info:**

226-A Bathurst Street Toronto, ON M5T 2R9

Tel: 416.603.9664 | [cglover-co@ndp.on.ca](mailto:cglover-co@ndp.on.ca)

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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Sent:** October 14, 2020 2:18 PM

**To:** Glover-CO, Chris <[CGlover-CO@ndp.on.ca](mailto:CGlover-CO@ndp.on.ca)>

**Subject:** RE: Following up: Ontario Line shareable and upcoming open houses

Hi Benna,

I hope you had a great Thanksgiving long weekend! I am writing to follow up and see if you have received any additional questions from residents ahead of the open house and to obtain the Zoom invitation details for both sessions tomorrow.

I look forward to hearing from you!

Caitlin

The Ontario Line Community Relations team



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**From:** Glover-CO, Chris <[CGlover-CO@ndp.on.ca](mailto:CGlover-CO@ndp.on.ca)>

**Sent:** Friday, October 09, 2020 4:54 PM

**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>

**Subject:** RE: Following up: Ontario Line shareable and upcoming open houses

Anytime! You as well!

Warmly,

**Benna Whahedi, Constituency Assistant (she/her)**

**Office of MPP Chris Glover, Spadina-Fort York**

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**From:** Ontario Line  
**Sent:** October 16, 2020 4:46 PM  
**To:** Bakaraju , Pranav <PBakaraju@ndp.on.ca>  
**Subject:** RE: Panelist for TSCC 2553 - Virtual AGM 2020

Hi Pranav,

It was great to work with your team on the two sessions. Thank you for the GWNA contact, we will follow-up with Michael Brewer shortly.

Have a great weekend!

**Daryl Gonsalves**  
Community Relations & Issues Specialist – Ontario Line  
Metrolinx: connecting our communities



---

**From:** Bakaraju , Pranav <[PBakaraju@ndp.on.ca](mailto:PBakaraju@ndp.on.ca)>  
**Sent:** October 16, 2020 1:25 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: Panelist for TSCC 2553 - Virtual AGM 2020

Hello,

Apologies for the delay in responding to this message. Yes we did work with Josh and are very thankful to the Metrolinx team for providing two very informative sessions for our residents yesterday. The contact for the GWNA would be [michael.brewer@mdbcanada.com](mailto:michael.brewer@mdbcanada.com) . You could contact them and let them know that MPP Glover suggested the connection as they had some questions you could answer. We've also provided them with our virtual session links but not sure if they were able to make it, so it may be a good idea to reach out.

Thanks again very much!

**Pranav Bakaraju, Legislative Assistant (he/him)**  
**Office of MPP Chris Glover, Spadina-Fort York**  
Queen's Park - Room W343, Toronto, ON M7A 1A8  
416.326.7196 | [cglover-qp@ndp.on.ca](mailto:cglover-qp@ndp.on.ca)

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---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** September 17, 2020 10:37 AM  
**To:** Bakaraju , Pranav <[PBakaraju@ndp.on.ca](mailto:PBakaraju@ndp.on.ca)>  
**Subject:** RE: Panelist for TSCC 2553 - Virtual AGM 2020

Hello Pranav,

Thank you for your message.

As we referenced in a separate email to the MPP's constituency email account today, over the coming weeks we will be posting Neighbourhood Updates and the latest information about the Ontario Line. The first update will be released today, Thursday, September 17<sup>th</sup>, and will cover the West portion of the alignment, from Exhibition through Queen/Spadina. More Neighbourhood Updates will follow and by the end of September, information about the Gooderham & Worts Neighbourhood will be available on our website. To receive the latest information, please encourage your constituents to visit our [website](#) and sign up for our e-newsletter.

We understand that our Senior Manager of Community Relations, Josh Vandezande, will be in touch directly with MPP Glover and your team to set up a meeting between September 17<sup>th</sup> and 30<sup>th</sup>. We can also connect with the Gooderham & Worts Neighbourhood Association directly. Is there a specific contact person that you can share with us?

Please don't hesitate to reach out to us at any time with any questions related to the Ontario Line.

Sincerely,

The Ontario Line Community Relations team



---

**From:** Bakaraju , Pranav [<mailto:PBakaraju@ndp.on.ca>]  
**Sent:** Wednesday, September 16, 2020 4:17 PM  
**To:** Ontario Line  
**Subject:** FW: Panelist for TSCC 2553 - Virtual AGM 2020

Hello,

The Gooderham & Worts Neighbourhood Association in our riding of Spadina-Fort York is

wondering what the plan is for the Ontario Line as it will have a major impact on them. They believe the big engineering challenge with the new route is how to get it over/under the Don River and the Don Valley Railway tracks. Tunneling under or bridging over both would have major impacts on the community, flood mitigation etc.

Could you please provide some insight on the plans?

Thanks very much,

**Pranav Bakaraju, Legislative Assistant (he/him)**

**Office of MPP Chris Glover, Spadina-Fort York**

Queen's Park - Room W343, Toronto, ON M7A 1A8

416.326.7196 | [cglover-qp@ndp.on.ca](mailto:cglover-qp@ndp.on.ca)

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**Attachments:**

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**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Sent:** September 28, 2020 12:58 PM  
**To:** Glover-CO, Chris <CGlover-CO@ndp.on.ca>  
**Cc:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** RE: Ontario Line update - meeting request

Hi Benna,

There were a couple items of follow-up coming out of this morning's discussion with MPP Glover, including a commitment to work with your office on a community meeting to discuss the project. Is there someone that Caitlin and I can talk to about this?

We're available at the following times this week:

- Wednesday, September 30 – 9a – noon
- Thursday, October 1, 10a – noon

Thanks  
Josh

---

**From:** Glover-CO, Chris [<mailto:CGlover-CO@ndp.on.ca>]  
**Sent:** Friday, September 25, 2020 1:33 PM  
**To:** Josh Vandezande  
**Subject:** RE: Ontario Line update - meeting request

Hi Josh,

This is perfect! I have it in his calendar. Thank you so much for your help.

Have a nice weekend!

Warmly,

**Benna Whahedi, Constituency Assistant (she/her)**  
**Office of MPP Chris Glover, Spadina-Fort York**  
226-A Bathurst Street, Toronto, ON M5T 2R9  
416.603.9664 | [cgllover-co@ndp.on.ca](mailto:cgllover-co@ndp.on.ca)

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on this land.

---

**From:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Sent:** Friday, September 25, 2020 1:01 PM  
**To:** Glover-CO, Chris <[CGlover-CO@ndp.on.ca](mailto:CGlover-CO@ndp.on.ca)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: Ontario Line update - meeting request

Hello Benna,

Here's a [REDACTED] to the materials we will be walking through and a link for the MS Teams meeting, as well as a teleconference dial in number in case that's preferable. We look forward to meeting with MPP Glover next week.

### [Join Microsoft Teams Meeting](#)

[+1 437-703-4197](tel:+14377034197) Canada, Toronto (Toll)  
Conference ID: 463 405 24#

Please let me know if you have any questions.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



---

**From:** Josh Vandezande  
**Sent:** Friday, September 18, 2020 2:56 PM  
**To:** 'Glover-CO, Chris'  
**Cc:** Ontario Line  
**Subject:** RE: Ontario Line update - meeting request

Hi Benna,

Thank you for getting back to us. We'll make this work! I'll send materials and a link to the MS Teams meeting next week.

Thank you also for the advance questions. We'll pass them on to the team and make sure we are prepared to address them when we meet with the MPP.

Josh

---

**From:** Glover-CO, Chris [<mailto:CGlover-CO@ndp.on.ca>]  
**Sent:** Friday, September 18, 2020 1:15 PM  
**To:** Josh Vandezande  
**Subject:** RE: Ontario Line update - meeting request

Hi Josh,

On behalf of MPP Glover, thank you for your email.

Chris would like to set up a meeting. Is Monday, September 28<sup>th</sup> at 11 am EST possible? It would have to be a virtual meeting. Chris also wanted to tackle some of the following questions during the meeting:

- will the track coming from the east along the waterfront go over or under the Don River and Don railway tracks
- is the "zero" track going to be built? If so, what noise mitigation measures will be taken for residents along the tracks?
- what are the timelines for the work?

Thank you again for reaching out.

We hope you and your loved ones continue to stay safe and well during this time.

Warmly,

**Benna Whahedi, Constituency Assistant (she/her)**  
**Office of MPP Chris Glover, Spadina-Fort York**  
226-A Bathurst Street, Toronto, ON M5T 2R9  
416.603.9664 | [cglover-co@ndp.on.ca](mailto:cglover-co@ndp.on.ca)

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---

**From:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Sent:** Wednesday, September 16, 2020 3:18 PM  
**To:** Glover-CO, Chris <[CGlover-CO@ndp.on.ca](mailto:CGlover-CO@ndp.on.ca)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** RE: Ontario Line update - meeting request

Hello MPP Glover,

On Thursday, September 17, Metrolinx will be releasing the Ontario Line Environmental Conditions Report for public review and feedback. We will also be updating our website with the latest information for the public about procurement and project timelines. Over the coming weeks, we will be posting Neighbourhood Updates to share progress as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

The Ontario Line team would appreciate the opportunity to meet with you and your staff to discuss these updates and answer any questions you may have before the local information for your ward is released. Please have your office provide a couple dates and times **between September 17 and 30** when you are available. We are happy to have one of our team come to your office or setup a virtual meeting using Microsoft Teams.

This round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We will be promoting the opportunity to stakeholders and the public through outreach on print and social media, our websites, e-newsletter and a mailing to residents and businesses within 500m of the alignment.

Our [website](#) will be updated with the Environmental Conditions Report and other Ontario Line details on September 17. Your constituents can [sign up for our e-newsletter](#) to receive updates as soon as new information is released.

We look forward to connecting with you soon.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



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**From:** [Ontario Line](#)  
**To:** [CGlover-CO@ndp.on.ca](mailto:CGlover-CO@ndp.on.ca)  
**Cc:** [James Burchell \(James.Burchell@metrolinx.com\)](mailto:James.Burchell@metrolinx.com)  
**Subject:** Ontario Line work on the rail corridor  
**Date:** Wednesday, March 18, 2020 10:06:00 AM  
**Attachments:** [OLine - Exhibition - Night - FINAL.PDF](#)  
[image001.png](#)  
[image002.png](#)

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Good morning MPP Glover,

Hope you're doing well. Sending this again as our email on March 12<sup>th</sup> may have been missed.

We wanted to inform you about overnight geotechnical work in your riding on the Lakeshore West rail corridor, between Exhibition GO and Fort York. The Ontario Line will be using the existing rail corridor along some parts of the alignment and some studies and investigations are required along the rail corridor to advance this work.

Work has to be done at night to minimize disruptions to rail traffic on the busy rail corridor and to allow for the work to be completed quickly and safely. This work will continue for the duration of the year. Actual drilling may not be required every night. We've asked our contractors to make every effort to mitigate noise and impacts, wherever possible.

We've attached a copy of the notice that is being distributed to the local community. Notices are being distributed digitally to property managers in the Liberty Village area to inform residents and businesses about this work.

Please let us know if you have any further questions or concerns.



**From:** [Ontario Line](#)  
**To:** [CGlover-CO@ndp.on.ca](mailto:CGlover-CO@ndp.on.ca)  
**Subject:** Ontario Line work on the rail corridor  
**Date:** Thursday, March 12, 2020 2:22:00 PM  
**Attachments:** [OLine - Exhibition - Night - FINAL.pdf](#)  
[image003.png](#)  
[image006.png](#)

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Dear MPP Glover,

We wanted to inform you about overnight geotechnical work in your riding on the Lakeshore West rail corridor, between Exhibition GO and Fort York. The Ontario Line will be using the existing rail corridor along some parts of the alignment and some studies and investigations are required along the rail corridor to advance this work.

Work has to be done at night to minimize disruptions to rail traffic on the busy rail corridor and to allow for the work to be completed quickly and safely. This work will continue for the duration of the year. Actual drilling may not be required every night. We've asked our contractors to make every effort to mitigate noise and impacts, wherever possible.

We've attached a copy of the notice that is being distributed to the local community. Notices are being distributed digitally to property managers in the Liberty Village area to inform residents and businesses about this work.

Please let us know if you have any further questions or concerns.



Best,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



## **Elected Officials**

- **MPP Chris Glover Briefing Material**

## Meeting notes-MPP Glover Briefing-Sept 28<sup>th</sup> 2020

### Summary:

- MPP Glover's questions largely centred around plans for the building the alignment in the Don River area, engagement opportunities, and timelines
- The MPP also inquired about how the alignment will be constructed in the densely populated downtown core in a way that doesn't conflict with other ongoing work on Cherry Street.
- At the request of the MPP, Mx will provide the MPP's office with a 1-pager of information to share with constituents, and coordinate with his office on a presentation to key community members the week of October 5<sup>th</sup>.
- Mx also committed to get back to the MPP on the 'zero track' / Vision Zero GO program

### Attendees:

#### Mx:

Josh Vandezande  
Bismah Haq  
Caitlin Docherty  
Lancefield Morgan  
Malcolm MacKay  
Carrie Sheaffer  
Duncan Law  
Michael Tham  
Pam Foster  
Susan Lin  
Damien Forbes  
Daniel Cicero

#### Infrastructure Ontario:

Arsalan Zargar  
Michael Fedchyshyn  
Alan Findlay

#### MPP Glover's Office:

MPP Glover

**Meeting Purpose:** To brief MPP Glover (Spadina-Fort York) on the updates to the Ontario Line project since January 2020, including details around the West and Downtown segments, procurement, engagement process and next steps

### Agenda:

- Safety Moment & Indigenous Land Acknowledgement – Josh
- Welcome and Introduction to MX representatives – Josh
- Progress since January and where are we at - Sponsor/technical team
- Procurement packages – Chris T/Arsalan
- Timeline - Josh
- EA process / ECR - James/Carrie
- Segment overview - Sponsor

- Local stations detail – Sponsor + technical team
- Discussion - ALL
- Virtual engagement and community outreach plans – Josh

**Overview:**

- Mx provided an overview using the deck prepared for the meeting, with a focus on the specific segments in/near the MPP's riding, on the EA process and on the timelines for the project.

**Discussion:**

Questions from the MPP:

- What is the term 'sponsors office' and is it used because private sector is involved?
  - Mx head sponsor for subways program clarified that the sponsor's office concept was borne out of learning from failed projects globally where the projects were delivered in a way that benefits were compromised to get project built, with some issues of oversight. The goal of the office is to counterbalance will of funders and benefits to consumers, act as protectors of benefits, manage benefit cost and return analysis, lay out key requirements in early stages and challenge the project team to deliver the project in the right way.
- Could construction begin in 2021 based on RFP's issued this Fall?
  - MX clarified that it is anticipated that the early works proposals, which are in design right now, will be tendered, awarded and begin construction in 2021. The RFP's for RSSOM and South Civil contracts are to be issued this Fall and it takes a little over a year for contractors to price and respond to those RFP's, so likely to be awarded in 2022.
- Going across the Don River in the South end, there are Don Valley railway tracks intersecting with the tracks going in to Union Station. How will OL intersect with these existing tracks?
  - Mx shared that the OL will tunnel and cross under the Richmond Hill tracks which are the ones heading to Union. Coming across the Don River, the OL will be on two bridges on the north side and south side of joint corridor, and then dip underground into portals to head underground until Exhibition.
- Follow-up: There are tracks near Fort York where this is a tunnel underneath a set of tracks. Will it look like this?
  - Mx confirmed that yes, it would be a bit like that. It will look like the TTC at Queens Quay where subway goes underground near Bay, which is also a portal.
- Over the Don, it was mentioned that there will be two bridges on the north and south side. Will these be new bridges?
  - Mx elaborated that they will indeed be two new bridges and will look similar to the bridges over Humber River. On either side of the city there will be two very signature-type bridges, spanning the river and the Don Valley. Mx will keep the foundations out of the flood plain so as not to impact the regulated areas managed by the conservation authority. Each set of bridges will also have pedestrian paths or multiuse path to allow for connectivity across the Don Valley.
- MPP expressed that people will be happy about the multiuse access there

- If there will be tunneling under existing tracks, a challenge is that the south end of Don Valley area is a flood plain. Corktown Commons has been raised up as buffer for Esplanade and Distillery area. How will Mx protect the tracks from flooding?
  - Mx shared that the portal structure is essential here. It will be quite high coming from the east and as it dips underground, the portal will be set at an elevation to prevent risk of flooding. There are flood protection land forms that will also be protected and will remain in place.
- At the north end, is Mx building a bridge across the Don Valley?
  - Mx clarified that there will indeed be two crossings. One leading to Thorncliffe and one exiting to go over to Flemingdon Park
- Follow-up: Will the crossings across Don Valley be a similar length to the Millwood Crossing near Pape?
  - Mx confirmed that they will be a similar length and build. The goal is to have them fit in to the environment there, rather than be signature bridges. Working closely with the conservation authority seeing as these are regulated lands.
- Where would the OL turn north?
  - Mx elaborated that the line would start turning north around Cherry St, going north around Corktown.
- Zero track was being contemplated by Mx and then taken off the books. Will this project have new tracks on the north side of the existing track going in to Union Station?
  - Mx shared that Tracking Zero/Zero Track is part of the GO expansion program, not OL, but Mx can certainly look in to it and get back to the MPP.
  - Additionally, the OL is not going in to Union Station.
- For the west segment, the project will go under some big high-rise buildings with 3+ stories of underground parking. How deep is Mx digging going SW from Queen St down to Fort York Boulevard?
  - Mx agreed that geology in the area is challenging considering the layer of shale that appears at what is ideal depth for building subways. Options are to be shallower or deeper. Working shallower than it means running in to utility work, therefore in downtown the line will be quite deep (approximately 30m). Mx has mapping of existing buildings and is meeting with developers of new buildings to avoid interferences. Going deeper allows to build diagonally allows for shorter travel time, short length of infrastructure and cost savings.
- On Eastern side, city is tunneling for Cherry St streetcar tracks. How is Mx going to manage with that?
  - Mx shared that it does not anticipate it to be an issue because the tunneling will be quite low in bedrock here under Cherry St. There is however a Lower Don Coordination Group (City, TTC, Waterfront Toronto, the Conservation authority, and some developers) which has been set up and engaged, and will be maintained, in conjunction with the City and Transit Expansion Office.
- Every 90 seconds seems ambitious considering people have to get on and off...Are there places where this is working and operating at 90 seconds per stop?

- Yes, relief line south was also going to operate in a similar range. The line may not operate at 90 seconds on day one, but the system is being designed to accomplish that so that when ridership does increase, the need can be met.
- What can the MPP share with the community at this point?
  - Most of the info is on the website in a different format. Mx can provide a 1-pager (with links to the website) to be shared with the MPP's constituents.
- If the MPP were to host a meeting with community groups in his riding, would Mx be able to conduct a presentation? Would a week before Oct 17<sup>th</sup> be feasible?
  - Mx clarified it will work with his office on setting this up. There will be opportunities to provide feedback beyond Oct 17<sup>th</sup> too as information will be shared in to the Fall.
- Is it reasonable to expect completion in 2027?
  - Mx shares that teams are working hard to get the earliest delivery possible. Contractors will provide timelines as part of the tendering process which will be taken in to account in setting the final schedule.

**Action items**

- Mx to coordinate with the MPP's office on possible dates for Mx to present to community members and groups
- Mx to provide MPP's office with 1-pager of content about engagement opportunities and updates to share with his constituents
- Mx to provide the MPP's office with information on the zero track

Tone of Meeting - 8

## **Elected Officials**

- **MPP Kathleen Wynne**



**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Sent:** September 16, 2020 4:10 PM  
**To:** Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>  
**Cc:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Ontario Line update - meeting request

Hello MPP Wynne,

On Thursday, September 17, Metrolinx will be releasing the Ontario Line Environmental Conditions Report for public review and feedback. We will also be updating our website with the latest information for the public about procurement and project timelines. Over the coming weeks, we will be posting Neighbourhood Updates to share progress as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

The Ontario Line team would appreciate the opportunity to meet with you and your staff to discuss these updates and answer any questions you may have before the local information for your ward is released. Please have your office provide a couple dates and times **between October 1 - 9** when you are available. We are happy to have one of our team come to your office or setup a virtual meeting using Microsoft Teams.

This round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We will be promoting the opportunity to stakeholders and the public through outreach on print and social media, our websites, e-newsletter and a mailing to residents and businesses within 500m of the alignment.

Our [website](#) will be updated with the Environmental Conditions Report and other Ontario Line details on September 17. Your constituents can [sign up for our e-newsletter](#) to receive updates as soon as new information is released.

We look forward to connecting with you soon.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities

Mobile: 437-218-5436



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**From:** [Wynne-CO, Kathleen](#)  
**To:** [Ontario Line](#)  
**Subject:** Re: details for Metrolinx call with Leaside Green Condo Board  
**Date:** Friday, May 29, 2020 3:54:38 PM  
**Attachments:** [image002.png](#)

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Hi Josh,

Thank you to you and your team for arranging the call yesterday.

We hope that this dialogue will continue towards understanding and resolving the issues raised by the community in Thorncliffe Park.

Please keep us in the loop on the date and time of the follow-up call with the Leaside Green Board.

Take care and stay safe,

Aafaaq

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** May 26, 2020 5:04 PM  
**To:** [REDACTED] Wynne-CO, Kathleen  
<kwynne.mpp.co@liberal.ola.org>  
**Subject:** details for Metrolinx call with Leaside Green Condo Board

Hello Lynn and Aafaaq/Wendy,  
Sharing some details in advance of our call on Thursday at 4pm.

[REDACTED]

Metrolinx attendees:  
Malcolm MacKay and/or Daniel Cicero, Ontario Line Sponsors  
Devin Horne, Project Planning  
Damien Forbes, Project Planning  
James Francis, Environmental Programs  
Pam Foster, Property  
Franca Di Giovanni, Community Relations  
Josh Vandezande, Community Relations

I'll start off by introducing our team, ask Lynn to do the same for her representatives and then ask MPP Wynne if she would like to say anything before we get started. We'll provide an overview of the planning status and outline next opportunities for the public engagement, including more details about the plans and opportunities to provide feedback. We want to save as much time as possible

for discussion/your questions.

Hope this works for you. Please let me know if there have been any changes to your attendees list.

Thanks,  
Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



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**From:** [Wynne-CO, Kathleen](#)  
**To:** [Ontario Line](#)  
**Cc:** [Josh Vandezande](#)  
**Subject:** Re: an update on Ontario Line surveying work from Metrolinx  
**Date:** Friday, May 22, 2020 12:51:03 PM

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Hi Josh,

Thank you for keeping MPP Wynne's office in the loop.

I hope Metrolinx has informed all the residents of Thorncliffe Park of this work, in addition to the ones you are in touch with on the pending meeting?

Thank you,

Aafooq

**Aafooq Shaikh**  
*Executive Assistant & Office Manager*  
*Constituency Office of MPP Kathleen Wynne*  
*Don Valley West*  
**416-425-6777**

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** May 21, 2020 7:09 AM  
**Cc:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Subject:** an update on Ontario Line surveying work from Metrolinx

As our Ontario Line planning work continues, we are moving into a new phase of surveying and utility locate work within the public right of way along the route. This work will continue along the route over the next two months. As described in the attached notice, the a small utility locate crew will identify the underground utilities in the neighbourhoods along the line followed by a small surveying crew that records measurements to support more detailed planning at various locations.

As the limits of the road or sidewalk do not always match up with the limits of the public right of way, at times residents may notice utility location markings visible on sidewalks, driveways and front lawns. Crews will be working from municipal plans and avoid entering private property to the extent possible.

We recognize that some residents and businesses may have questions about this work and appreciate your help in sharing the attached information with them which we are also posting on the [Ontario Line project page](#). Please also feel free to send their questions to [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

If you have any questions, please contact Josh Vandezande ([josh.vandezande@metrolinx.com](mailto:josh.vandezande@metrolinx.com)).

Thank you.

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**From:** [Wynne-CO, Kathleen](#)  
**To:** [Ontario Line](#)  
**Subject:** Re: Ontario Line - Proposed Route along Overlea Blvd.  
**Date:** Wednesday, May 06, 2020 11:40:17 AM

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Thank you Josh.

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**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** May 6, 2020 9:14 AM  
**To:** Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>  
**Subject:** RE: Ontario Line - Proposed Route along Overlea Blvd.

Thanks, we are looking for some alternate dates and I have let Ms. McGregor know.

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**From:** Wynne-CO, Kathleen [mailto:kwynne.mpp.co@liberal.ola.org]  
**Sent:** Tuesday, May 05, 2020 12:55 PM  
**To:** Ontario Line  
**Cc:** Franca Di Giovanni  
**Subject:** RE: Ontario Line - Proposed Route along Overlea Blvd.

Hi josh,

Just a reminder on the Meeting.

Thankyou,

Aafaq

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**From:** Wynne-CO, Kathleen <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)>  
**Sent:** April 29, 2020 1:13 PM  
**To:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Cc:** Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>  
**Subject:** Re: Ontario Line - Proposed Route along Overlea Blvd.

Hi Josh,

Upto you.

I felt it made sense to include her, so that tomorrow she does not feel that she was kept out.

Please do not forget to add me to the call as MPP Wynne's staff.

Thank you,

Aafaq

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**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** April 29, 2020 10:56 AM  
**To:** Wynne-CO, Kathleen <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)>  
**Cc:** Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>  
**Subject:** RE: Ontario Line - Proposed Route along Overlea Blvd.

Hello Afaaq,

The suggestion from [REDACTED] was that Metrolinx meet with the board of Leaside Green. I think it would make sense to stick with that group of four plus the MPP and they can keep their residents informed. We are working on finding a suitable time on May 8 and I'll let you know when it lands in the hopes the MPP can also participate.

Hopefully that makes sense to you.

Josh

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**From:** Wynne-CO, Kathleen [<mailto:kwynne.mpp.co@liberal.ola.org>]  
**Sent:** Tuesday, April 28, 2020 2:18 PM  
**To:** Ontario Line  
**Cc:** Franca Di Giovanni  
**Subject:** FW: Ontario Line - Proposed Route along Overlea Blvd.

Hi Josh,

Here is another resident from the area. You may also want to respond to her and invite her to join in for the call.

Thank you,

Afaaq

**Afaaq Shaikh**  
*Executive Assistant & Office Manager*  
*Constituency Office of MPP Kathleen Wynne*  
*Don Valley West*  
**416-425-6777**

---

**From:** [REDACTED]  
**Sent:** March 12, 2020 9:57 AM  
**To:** Wynne-CO, Kathleen <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)>  
**Subject:** Ontario Line - Proposed Route along Overlea Blvd.

Dear Kathleen Wynne,

I am writing today in regards the Ontario Line proposed rapid transit line in Toronto. My name is [REDACTED]. I have recently been advised that you currently



working on a proposed rapid transit line that would run parallel to the Leaside (Millwood) Bridge and turn to run along Overlea Blvd on an elevated platform that will run directly in front on my building.

I was shocked and I am deeply concerned about this proposal for numerous reasons such as that fact that your proposal will essentially have a rail line located directly outside my [REDACTED] [REDACTED]  
[REDACTED]

Other major concerns that I have are

- Noise Pollution – Impacting not only my residence but other condos, town homes, elementary schools, places of worship and seniors home due to the construction and also the frequency of the trains running once line is active.
- Negative impact on property values within my condo and surrounding areas, condo's, town homes and businesses.
- Pollution – from trains running in front of my home especially if elevated.
- Visual and physical intrusion – Being directly outside our building , over small residential boulevard and the graffiti that this will encourage
- Living in a state of construction outside my front door for several years
- Expropriation of homes within the area
- Negative impact on the environment (building a second bridge over Don Valley)
- Financial Impact on business along the route

Proposed Alternative to this route to avoid residential impact:

- Proceed with the original downtown relief line proposed by city
- Move the Ontario Line a little north. Build behind the Salvation Army building (just north of Overlea Blvd) to connect to Banigan Drive which can be joined to Thorncliffe Park Dr. behind Costco and directly to where the proposed maintenance yard will be. This will avoid impacting ANY residential properties of schools.
- Use the existing CN rail near Redpath Drive (or build a line beside it)
- Move line completely underground. (This would be a last resort suggestion but better than an elevated platform in front of my home)

I am deeply upset by this proposed line and the negative it will effect on all residences and businesses within this area along Overlea Blvd. I beg of you to reconsider this line and your current proposed route.

Thank you for your consideration of this email.

Sincerely,

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

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**From:** Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>  
**Sent:** Friday, January 31, 2020 1:41 PM  
**To:** Ontario Line  
**Subject:** RE: Ontario Line Messaging

**Categories:** Josh, Complete

Hi Joshua,

Thank you for your quick response.

Aafaq  
**Aafaq Shaikh**  
*Executive Assistant & Office Manager*  
*Constituency Office of MPP Kathleen Wynne*  
*Don Valley West*  
**416-425-6777**

---

**From:** Ontario Line <ontarioline@metrolinx.com>  
**Sent:** January 31, 2020 12:56 PM  
**To:** Wynne-CO, Kathleen <kwynne.mpp.co@liberal.ola.org>  
**Subject:** Ontario Line Messaging

Hi Afaq,  
Great chatting with you over the phone. Here's the messaging regarding feedback and our next round of consultations:

**How will the feedback I provide at open houses be factored into the project?**

One of the primary purposes of having a public meeting is to get feedback and uncover insights we might not have anticipated. There is the potential that we could modify elements of the plan based on what we hear from communities, pending further analysis and review by our planning and design teams.

We document feedback and any actions we take as a result of that feedback in consultation summaries that are part of finalized environmental assessment reports.

**When is our next round of consultations?**

Our next round of consultations is planned for Spring 2020 when we may have some further details to share based on the studies and investigations that are underway.

Regards,

**Joshua Patel**  
Community Relations and Issues Specialist, Capital Projects  
**METROLINX**

T: 416.202.5100



From: Franca Di Giovanni  
Sent: Tuesday, January 14, 2020 2:56 PM  
To: Aafaq Shaikh ([kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org))  
Cc: Ontario Line  
Subject: RE: Ontario Line Open Houses

Categories: Franca

Hi Aafaq,  
I hope you are well.  
Thank you very much for your RSVP.

I look forward to seeing you at the meeting next week.

Best regards,  
Franca Di Giovanni

416-202-4631

From: Wynne-CO, Kathleen [<mailto:kwynne.mpp.co@liberal.ola.org>]  
Sent: Thursday, January 09, 2020 1:54 PM  
To: Ontario Line  
Subject: RE: Ontario Line Open Houses

Hi Franca,  
Happy New Year!

Thank you for your email to MPP Wynne. I will attend the Science Centre Open House.

Take care,

Aafaq

**Aafaq Shaikh**

*Executive Assistant & Office Manager*

*Constituency Office of MPP Kathleen Wynne*

*Don Valley West*

**416-425-6777**

---

From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Sent: January 9, 2020 1:14 PM  
To: Wynne-CO, Kathleen <[kwynne.mpp.co@liberal.ola.org](mailto:kwynne.mpp.co@liberal.ola.org)>  
Subject: Ontario Line Open Houses

Dear MPP Kathleen Wynne,

On June 4, 2019, the Ontario Government passed the “Getting Ontario Moving Act” which assigns responsibility for planning some rapid transit in Toronto to the Province of Ontario. As a result, the Relief Line project has now been replaced by the Ontario Line project. With this change, Metrolinx will lead a renewed consultation and exploration process, which will also include additional Environmental Assessment work.

We wish to advise you that Metrolinx will be hosting four public open houses later this month to share information and gather feedback about the Ontario Line. Fifteen potential stations are proposed between Ontario Place and the Ontario Science Centre, with and links to GO Transit, the Eglinton Crosstown LRT, and TTC Lines 1 and 2. The objective of the information sessions will be to provide the public with an overview of the project, the process, and information on future engagement opportunities. Metrolinx is also planning for future engagements where public input will be gathered to inform project design and details.

Public notification will occur via the following:

- Public notices to households in the study area
- An e-blast to the project mailing list
- Direct emails to stakeholders
- Direct mail to property owners who were previously engaged through the Relief Line South project

- Message boards in TTC subway stations
- Ads in the Toronto Star, Le Metropolitan, Toronto L'Express and various community newspapers
- Social media advertisements issued by Metrolinx

The open houses will take place in the last two weeks of January. The same information will be available at each event. Details of the sessions are below:

Date: Thursday, January 23<sup>rd</sup>  
Time: 6:30 p.m. – 8:30 p.m.  
Location: Ontario Science Centre  
770 Don Mills Rd, North York, ON M3C 1T3

Date: Monday, January 27<sup>th</sup>  
Time: 6:30 p.m. – 8:30 p.m.  
Location: Ryerson University, Tecumseh Auditorium  
55 Gould St, Toronto, ON M5B 1E9

Date: Tuesday, January 28<sup>th</sup>  
Time: 6:30 p.m. – 8:30 p.m.  
Location: Metropolitan Community Church (Leslieville)  
115 Simpson Ave, Toronto, ON M4K 1A1

Date: Wednesday, January 29<sup>th</sup>  
Time: 6:30 p.m. – 8:30 p.m.  
Location: Exhibition Place, Beanfield Centre, Room 201 ABC  
105 Princes' Blvd, Toronto, ON M6K 3C3

Please see the attached flyer for further details about the meetings. If you have any questions about the meetings or the project, please contact [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

We look forward to meeting with you to keep you up to date on this transformative project.

Sincerely,

Franca Di Giovanni  
Director, Community Relations, Capital Projects – Toronto, METROLINX  
416-202-5100

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## **Elected Officials**

- **MPP Michael Coteau**

**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Sent:** September 16, 2020 4:10 PM  
**To:** mcoteau.mpp.co@liberal.ola.org  
**Cc:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Ontario Line update - meeting request

Hello MPP Coteau,

On Thursday, September 17, Metrolinx will be releasing the Ontario Line Environmental Conditions Report for public review and feedback. We will also be updating our website with the latest information for the public about procurement and project timelines. Over the coming weeks, we will be posting Neighbourhood Updates to share progress as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

The Ontario Line team would appreciate the opportunity to meet with you and your staff to discuss these updates and answer any questions you may have before the local information for your ward is released. Please have your office provide a couple dates and times **between October 1 - 9** when you are available. We are happy to have one of our team come to your office or setup a virtual meeting using Microsoft Teams.

This round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We will be promoting the opportunity to stakeholders and the public through outreach on print and social media, our websites, e-newsletter and a mailing to residents and businesses within 500m of the alignment.

Our [website](#) will be updated with the Environmental Conditions Report and other Ontario Line details on September 17. Your constituents can [sign up for our e-newsletter](#) to receive updates as soon as new information is released.

We look forward to connecting with you soon.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities

Mobile: 437-218-5436



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## **Elected Officials**

- **MPP Peter Tabuns**



---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** Monday, November 30, 2020 10:32 AM  
**To:** [tabunsndp@gmail.com](mailto:tabunsndp@gmail.com)  
**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; [KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)  
**Subject:** Commentary on the ECR

Hello MPP Tabuns,

We are pleased to provide you with the following information as part of our efforts to respond to questions received during public consultation on the draft Environmental Conditions Report.

During the preliminary design stages and throughout the environmental assessment processes, residential and commercial vibration will be assessed based on modelling. Our modelling process is informed by establishing baseline monitoring at locations that are particularly sensitive to vibration, and then using that information to identify appropriate limits for residential locations. For the Draft Environmental Conditions Report, vibration measurements were taken at locations which accommodate activities and equipment that are potentially more sensitive to ground-based vibration than typical residential and commercial buildings. This includes locations such as St. Michael's Hospital, recording studios and theatres. The preliminary assessments of background/ambient levels of noise, vibration and air quality found in the Environmental Conditions Report will be comprehensively analyzed in subsequent Early Works Reports and an Environmental

Impact Assessment Report. These further assessments rely on a specific level of design that is forthcoming, and releasing this information progressively is meant to facilitate more robust consultation while necessary planning work continues. For the Ontario Line, vibration limits are defined as a limit of 0.1 mm/s, as per TTC protocols, or relative to the existing modelled vibration limit, as per GO Transit protocols.

Metrolinx is committed to mitigating noise and vibration throughout construction and operation. During construction, Metrolinx will follow construction vibration limits as per City of Toronto bylaw 514, and we will also undertake vibration measurements throughout construction to ensure contractors are compliant with vibration limits. For operation, Metrolinx will take steps to mitigate vibration which include installing rubber bases below the rail tracks, having continuously welded rail tracks with no joints, and requiring strict maintenance schedules so that maintenance issues are immediately addressed. In addition, the Ontario line will have train technology which, along with our strict maintenance plans, will reduce hard braking and further reduce noise. As you know, we will be adding sound barriers along the entire joint corridor with landscaping, new trees and greenery which will significantly reduce the sound and visibility of the corridor and the trains that will operate within it. Our preliminary analysis shows that these measures will effectively eliminate noticeable noise and vibration from the Ontario Line and reduce the noise profile from the already existing GO trains. We will include further details on this analysis in upcoming public reports.

We will continue our engagement efforts and share more information regarding costs, impacts and benefits of various construction approaches to respond to questions and concerns. While it is less costly to build the Ontario Line above ground, there are also additional benefits beyond cost, including a better customer experience, fewer construction impacts and less disruption. First, due to Toronto's geography and existing sewer infrastructure, our analysis shows that through the joint corridor, stations would have to be buried deep below ground. A below ground station at that depth would take customers an estimated four and a half minutes to get from Queen Street East to the platform at Leslieville Station. With surface stations, customers will have a much quicker transfer from the Ontario Line to work, shopping, home, or making other transit connections. The above ground option will also cut construction time impacts in half compared to a below ground option which means less disruption to traffic and transportation in the area. Private property requirements are also significantly less. With an above alignment, the Ontario Line will fit almost exactly within the joint corridor footprint.

Thank you for your feedback and we look forward to providing further information in future reports.

Thank you,

The Ontario Line Community Relations Team

---

**From:** Tabuns, Peter <tabunsp@ndp.on.ca>  
**Sent:** October 14, 2020 11:10 AM  
**To:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Commentary on the ECR

Noise and Vibration Document

1) There were no vibration testing instruments along the corridors east of the Don River. Given that there will be many homes in close proximity to the six rail lines this is a failing. Given that north of Gerrard there will be a new subway line beside or under many homes all the way to the Don Valley this is also a failing.

2) In consideration of how to deal with the noise problems along the rail lines the option of maintaining the subway underground from Gerrard to south of Eastern should have been an option but was not listed. And, if in fact calculations have been done showing a cost differential they should be made publicly available.

Peter Tabuns  
MPP

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**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Sent:** October 8, 2020 11:13 AM  
**To:** Kaufman, Rob <KaufmanR@ndp.on.ca>; Ontario Line <ontarioline@metrolinx.com>  
**Subject:** RE: Metrolinx unveils details of the Ontario Line north segment

Thanks Rob – the change from at-grade to below grade on the map in the Don Valley Crossing section on the North segment of our website shows this in closer detail and is the most accurate based on current plans. We have updated the [segment overview map](#) and the blog post however when you follow up with the constituent, please reiterate that all maps and graphics are conceptual renderings only and should not be read as detailed construction plans.

The information that we use for briefings is being updated regularly so this change (and likely several others) will be reflected when we provide a next update to the MPP.

Let me know if you need anything else.

Josh

---

**From:** Kaufman, Rob <KaufmanR@ndp.on.ca>  
**Sent:** Wednesday, October 07, 2020 9:48 AM  
**To:** Josh Vandezande <Josh.Vandezande@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>  
**Subject:** FW: Metrolinx unveils details of the Ontario Line north segment

Josh,  
Please note our constituent's concerns about what seems to be errors in the information below. It appears the text and graphics messaging diverge when describing the area north of O'Connor Blvd and out to the new bridge. Where does the above grade section of the subway begin?

Can you please ask around, and let MPP Tabuns know if the constituent is correct? If corrections are needed to the website and slides being used can you let us know when that will be done we have community out reach efforts very soon and really need to have the most accurate information as you can imagine.

- CO, Peter <tabunsp-co@ndp.on.ca>; [councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)  
**Subject:** Fwd: Metrolinx unveils details of the Ontario Line north segment

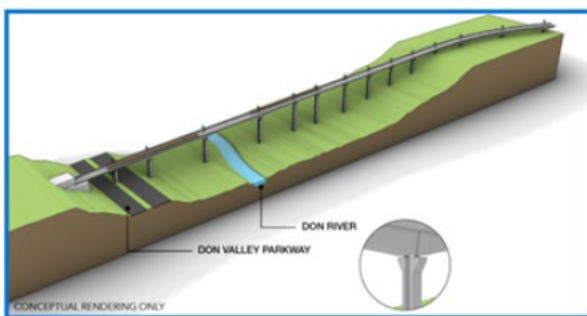
Hello Councillor Fletcher and MPP Tabuns,

I am sharing with you my concerns regarding the first we have seen from Metrolinx for the North Proposal/Ontario Line. When I look at the North Alignment plan there is definitely an inconsistency between the plan and the tunnel description rendering. The snip of the plan below indicates with pink line that the rail will be above ground from Pape to Minton Place. Whereas the rendering below describes an emergence of the tunnel from below and after Minton Place. This will need major detail and clarification from Metrolinx as it could have major ramifications to the neighbourhood and the surrounding environment. My concern is there is no clarification on where this tunnel starts at Minton place exactly. They need to provide us with all of the details they have as it has major effects on our community and life.

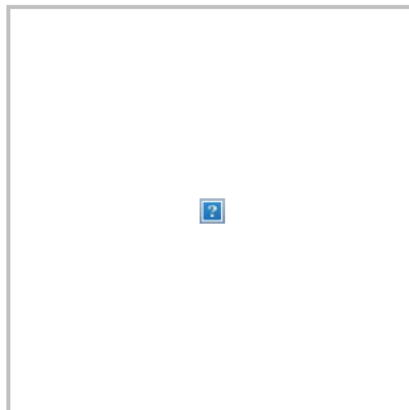


This underground section will emerge from the southern embankment of the Don Valley at Minton Place, west of the Leaside Bridge, on an elevated structure that will connect it to Thorncliffe Park and points north.

Using modern bridge construction techniques, the visual and environmental impacts of the structure will be minimized.



On Tue, Oct 6, 2020 at 1:40 PM PACCT <[REDACTED]> wrote:



## Metrolinx Unveils Details Regarding Ontario Line's Northern Alignment

This morning, Metrolinx released details regarding the Ontario Line's northern leg. This section includes Pape (north of Danforth) to the Ontario Science Centre.

[Route details can be found on Metrolinx's website.](#)

Last night, PACCT's executive was notified that details would be released today and Metrolinx has asked for

a follow-up meeting. Our executive is having our weekly meeting this evening to discuss the alignment details, to review what we know and to plan our next steps with our government representatives and with Metrolinx.

Once we can fully understand the ramifications of the proposed alignment, we will send our members a follow-up email.

Thank you



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**From:** Josh Vandezande <Josh.Vandezande@metrolinux.com>  
**Sent:** October 7, 2020 8:07 AM  
**To:** Kaufman, Rob <KaufmanR@ndp.on.ca>  
**Cc:** Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Tabuns - CO, Peter <tabunsp-co@ndp.on.ca>; Ontario Line <ontarioline@metrolinux.com>  
**Subject:** Ontario Line - communication with property owners

- advise them that their property will be impacted by/required for the Ontario Line
- reassure them that we would provide an update as soon as we are able, and
- provide our contact information should they have any questions in the interim.

I have also attached an email that we sent to PACCT just now to provide an update on our property outreach in their area. Let us know if you have any questions.

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[illegible]

**Josh Vandezande**  
**Senior Manager of Community Relations - Ontario Line**

**From:**  
**To:**  
**Subject:**  
**Date:**

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**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Sent:** October 5, 2020 4:24 PM  
**To:** Kaufman, Rob <KaufmanR@ndp.on.ca>  
**Cc:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** RE: Tomorrow meeting with Malcom and Peter?

Yep, just sent you the link.

---

**From:** Kaufman, Rob <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>  
**Sent:** Monday, October 05, 2020 4:21 PM  
**To:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Cc:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Tomorrow meeting with Malcom and Peter?

Josh,

Had you confirmed that meeting. I am holding 3pm

Rob Kaufman  
Assistant to Peter Tabuns, MPP  
Toronto-Danforth  
923 Danforth Ave.  
416-461-0223  
[@Peter\\_Tabuns](mailto:@Peter_Tabuns) [PeterTabuns.ca](http://PeterTabuns.ca)

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**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Sent:** September 17, 2020 12:56 PM  
**To:** Kaufman, Rob <KaufmanR@ndp.on.ca>  
**Cc:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** RE: Ontario Line update - meeting request Peter Tabuns , MPP

Absolutely, thanks for getting back to me. Will be sending materials and a MS Teams meeting link closer to the date.

---

**From:** Kaufman, Rob [<mailto:KaufmanR@ndp.on.ca>]  
**Sent:** Thursday, September 17, 2020 12:46 PM  
**To:** Josh Vandezande  
**Cc:** Ontario Line  
**Subject:** RE: Ontario Line update - meeting request Peter Tabuns , MPP

Josh, Peter would be interested in a briefing on the 23<sup>rd</sup>. Can you set something for 1pm? Thank you in advance.

Rob Kaufman  
Assistant to Peter Tabuns, MPP  
Toronto-Danforth

---

**From:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Sent:** September 16, 2020 3:09 PM  
**To:** Kaufman, Rob <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>  
**Cc:** Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>; Tabuns - CO, Peter <[tabunsp-co@ndp.on.ca](mailto:tabunsp-co@ndp.on.ca)>  
**Subject:** Ontario Line update - meeting request

Hello MPP Tabuns,

On Thursday, September 17, Metrolinx will be releasing the Ontario Line Environmental Conditions Report for public review and feedback. We will also be updating our website with the latest information for the public about procurement and project timelines. Over the coming weeks, we will be posting Neighbourhood Updates to share progress as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

The Ontario Line team would appreciate the opportunity to meet with you and your staff to discuss these updates and answer any questions you may have before the local information for your ward is released. Please have your office provide a couple dates and times **between September 23 and 30** when you are available. We are happy to have one of our team come to your office or setup a virtual meeting using Microsoft Teams.

This round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We will be promoting the opportunity to stakeholders and the public through outreach on print and social media, our websites, e-newsletter and a mailing to residents and businesses within 500m of the alignment.

Our [website](#) will be updated with the Environmental Conditions Report and other Ontario Line details on September 17. Your constituents can [sign up for our e-newsletter](#) to receive updates as soon as new information is released.

We look forward to connecting with you soon.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



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**From:** [Josh Vandezande](#)  
**To:** [Kaufman, Rob](#)  
**Cc:** [Ontario Line](#); [Tabuns, Peter](#)  
**Subject:** RE: Next consultation  
**Date:** Wednesday, July 15, 2020 3:42:37 PM  
**Attachments:** [image001.png](#)

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Hi Rob,

We're still working out the exact start date but here's some information about the plan.

Beginning in late July/early August and continuing through the fall, Metrolinx will be sharing the latest information about the project for public input and feedback, including:

- More details about the alignment, or route, of the line
- Stations locations and some initial design concepts
- A report on existing environmental conditions
- Reports on anticipated environmental impact and recommended mitigations (September)
- Procurement activities and anticipated construction timelines.

Once launched, engagement will be ongoing. Participation will be promoted through elected officials, community groups and broadly on social and mainstream media. To protect public health, information will be shared through project websites and virtual meetings which will include several different ways for people to provide feedback and ask questions.

Of course we will want to provide MPP Tabuns with a briefing before we begin public engagement. I will reach out in the next couple weeks to suggest some dates for a next meeting with your office.

By the way, I have shared a similar update with Shelley Klein today as I know the LSE CAC is eager for an update.

Let me know if you have any questions.

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



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**From:** Kaufman, Rob [mailto:KaufmanR@ndp.on.ca]  
**Sent:** Tuesday, July 14, 2020 6:46 PM  
**To:** Josh Vandezande  
**Cc:** Ontario Line; Tabuns, Peter  
**Subject:** Next consultation

Josh, Has there been dates set for the next consultation for the Ontario Line or ON CORR in Toronto-Danforth or elsewhere?

Robin Kaufman  
Assistant to MPP  
Peter Tabuns  
Toronto-Danforth  
923 Danforth Ave,  
416-461-0223

**From:** [Kaufman, Rob](#) on behalf of [Tabuns - QP, Peter](#)  
**To:** [Josh Vandezande](#); [Ontario Line](#)  
**Cc:** [Phil Verster](#)  
**Subject:** new Metrolinx notice: drilling work in the laneway behind Tiverton Ave  
**Date:** Saturday, June 13, 2020 5:21:20 PM  
**Attachments:** [image002.png](#)  
[OLine - Tiverton Avenue - June 12 2020.pdf](#)

---

Mr. Vandezande,

Thank you for copying me on this notice and thanks for dropping off hard copy notices to residents as well as accommodating a local resident's needs.

People will appreciate it.

Sincerely,

Peter Tabuns  
MPP  
Toronto-Danforth

---

**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Sent:** June 12, 2020 5:28 PM  
**To:** Kaufman, Rob <KaufmanR@ndp.on.ca>  
**Cc:** Tabuns - QP, Peter <tabunsp-qp@ndp.on.ca>; Tabuns - CO, Peter <tabunsp-co@ndp.on.ca>  
**Subject:** new Metrolinx notice: drilling work in the laneway behind Tiverton Ave

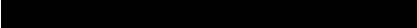
Hi Rob,  
We will be drilling a small geotech borehole in the laneway behind Tiverton Ave, starting on Monday. Sorry we didn't get it to you sooner. We have already been talking with impacted residents and ended up moving the work up by a day to accommodate a landscaping project that one resident has beginning on Wednesday. I'll be distributing hard copies of the attached to residents on the east side of the street tomorrow and we'll be on site next week to help coordinate access and answer resident questions.

We won't be posting this notice on our website given the short duration and limited impact.

Let me know if you have any questions.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



**From:** [Josh Vandezande](#)  
**To:** [Tabuns - QP, Peter](#); [Ontario Line](#); [Nicole Panchal](#)  
**Cc:** [Kaufman, Rob](#)  
**Subject:** RE: followup on Mx and Fontbonne  
**Date:** Wednesday, June 03, 2020 1:02:38 PM  
**Attachments:**   
[image001.png](#)

---

Thanks for your follow up question. A comparison of costs for the entire Ontario Line, including elevated, at- and below-grade segments, was included in the Initial Business Case and I have attached the relevant portion here. I have also shared your interest in better understanding the costs for this section with the project team for their consideration.

Sincerely,

Josh

---

**From:** Kaufman, Rob [mailto:[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)] **On Behalf Of** Tabuns - QP, Peter  
**Sent:** Wednesday, June 03, 2020 11:04 AM  
**To:** Josh Vandezande; Ontario Line; Nicole Panchal  
**Cc:** Kaufman, Rob  
**Subject:** FW: followup on Mx and Fontbonne

Dear Mr. Vandezande,

Thank you for your email. I appreciate the quick response. I will assume that I can publicly report that no cost comparison was carried out.

I also note that we in this community have been saying for a while that bringing the line above ground south of Eastern would not be a problem for residential communities along the line and so the problem at East Harbour would not be a real issue.

Thank you for your assistance.

Sincerely,

Peter Tabuns

---

**From:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>  
**Sent:** June 3, 2020 7:27 AM  
**To:** Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>; Nicole Panchal <[Nicole.Panchal@metrolinx.com](mailto:Nicole.Panchal@metrolinx.com)>  
**Cc:** Kaufman, Rob <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>  
**Subject:** RE: followup on Mx and Fontbonne

Thank you for your inquiry regarding the Ontario Line plans and specifically the portion of the line



that will run at or above grade in the existing GO Corridor between the Don River and the future Gerrard station.

The project, including the elevated and at-grade components of it, is the plan we are advancing.

As discussed at the recent Lakeshore East Community Advisory Committee, running at-grade alongside the existing GO rail corridor in the Don Lands and Leslieville/Riverside, will help to reduce construction impacts and cost because it layers construction of the Ontario Line with the corridor improvements that were already planned to support the expansion of GO rail services. There was not a specific comparison of running above vs. below ground in this section but with the Ontario Line we are able to deliver a higher order transit project that will be more than twice the length of the Relief Line South for a similar cost, and cost is not the only consideration. Decisions related to the alignment for the Ontario Line are made in the interest of improving the customer experience, increasing access to transit, maximizing ridership, achieving travel time savings, and creating better access to jobs. These criteria are balanced by cost and other community considerations.

Another benefit of running at-grade is that it will allow people to more easily connect between GO and TTC services that will both be accessible at street level, saving time compared to connections that would lead people into deep underground stations. For example, under the Relief Line South proposal the platform at East Harbour would have been so deep that customers would have to spend 4 ½ minutes getting in and out of the station

We recognize that challenges of advancing transit projects within mature neighbourhoods and we will work with communities to ensure a comprehensive array of measures are in place to address any noise or vibration impacts. We look forward to sharing the Preliminary Design Business Case this summer, with further detail about the project.

We look forward to continued dialogue with you and the community about the Ontario Line project.

Sincerely,

Josh Vandezande

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



**From:** Kaufman, Rob [<mailto:KaufmanR@ndp.on.ca>] **On Behalf Of** Tabuns - QP, Peter  
**Sent:** Tuesday, May 26, 2020 2:55 PM  
**To:** Josh Vandezande; Ontario Line; Nicole Panchal  
**Cc:** Kaufman, Rob  
**Subject:** followup on Mx and Fontbonne

Dear Mr. Vandezande,

I just reviewed these notes of a meeting that Metrolinx had with the Fontbonne Ministries. Before I go further could you tell me, if you can, the financial basis of the decision to go above ground along the railway tracks south of Gerrard?

Was a cost comparison made with going underground?

If there was a comparison can I see the numbers?

Since the revised business case has not been presented does this mean that a final decision has been made without all the numbers being known.

Thanks for your assistance.

Peter Tabuns  
MPP

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**From:** [Kaufman, Rob](#) on behalf of [Tabuns - QP, Peter](#)  
**To:** [Phil Verster](#); [kelly.hagen@metrolinx.com](mailto:kelly.hagen@metrolinx.com)  
**Cc:** [Josh Vandezande](#); [Nicole Panchal](#); [Ontario Line](#)  
**Subject:** FW: Ontario Line Toronto-Danforth  
**Date:** Thursday, May 21, 2020 5:29:11 PM

---

Thank you Phil, I appreciate the quick response and the follow up on the ground.

Peter

---

**From:** Phil Verster <[Phil.Verster@metrolinx.com](mailto:Phil.Verster@metrolinx.com)>  
**Sent:** May 21, 2020 1:26 PM  
**To:** Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>; Kelly Hagan <[Kelly.Hagan@metrolinx.com](mailto:Kelly.Hagan@metrolinx.com)>  
**Cc:** Josh Vandezande <[Josh.Vandezande@metrolinx.com](mailto:Josh.Vandezande@metrolinx.com)>; Nicole Panchal <[Nicole.Panchal@metrolinx.com](mailto:Nicole.Panchal@metrolinx.com)>; Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Subject:** Re: Ontario Line Toronto-Danforth

Peter

Thanks for this. I have asked Kelly and the team to look into the facts here, clearly the intention is to inform on all key activities.

Kelly and her team will get back to you.

Thanks, Phil

**Phil Verster**

President and Chief Executive Officer

Metrolinx | [97 Front Street West | Toronto | Ontario | M5J 1E6](#)

T: [416-202-5903](tel:416-202-5903) C: [416-618-6122](tel:416-618-6122)

E: [Phil.Verster@metrolinx.com](mailto:Phil.Verster@metrolinx.com)

I will be part of the Metrolinx "Conquer Cancer" riding team in June 2020, from Toronto to Niagara Falls, to help raise money for the Princess Margaret Cancer Centre. It's a two day ride and it's worth every minute. Please support my ride by giving generously on my donation page <http://www.conquercancer.ca/goto/PhilVerster20>

On May 21, 2020, at 11:12 AM, Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)> wrote:

Dear Mr. Vandezande,

I received notice from your office shortly after 7 this morning of utility location work that was to be done along the Ontario Line Corridor. I assumed this was for work to come and that you were giving me advance notice.

At 928 am I got this email from a resident on First Ave.:

"A crew was here today doing utility locates for gas, hydro, water, telecommunications etc.

This is for GPS mapping for the proposed future Ontario Line.

They gave us no warning and used pink spray paint on front gardens, sidewalks, the First Ave. road, and our private roadway and parkette - so both private and City-owned property

They were from PVS Contractors for their customer, Planview (part of Oakville Enterprises Corp.) on behalf of Metrolinx/Ontario Line.

I believe they are all related companies.

[REDACTED] is the contact although he told me he would get someone from Planview to call me back. I'm still waiting.

Once again, it was another example of their cavalier attitude that annoyed all the owners here (including the old townhouses on the north side of First Ave.)

Additionally, the repairs to the sod and berm at the eastern dead end of First Ave. are still unfinished and unacceptable. Please see previous correspondence. "

Apparently they didn't get advance notice. If that is not the case please let me know.

Apparently work was done on private property without permission. If that is not the case, please let me know.

I appreciate you were able to address many concerns on Tiverton, that made me hopeful.

However, action taken without advance notice and work done on private property, apparently without permission, burns bridges. Metrolinx is already unwelcome, people rightly feel that they will lose big from this project in their neighbourhood, even if the transit overall helps the city. Failure to act in a way that engenders trust means that anger can grow and any suggestion that Metrolinx will act honourably is discredited. At some point you will need the cooperation and trust of the community, actions like this make it unlikely you will get it. You may have to take people to court to gain access to

properties, that is pricey and looks bad. You should not want to make that very likely.

At our last ONCorr meeting I came away with the understanding that these failures to notify had been dealt with. Apparently not.

Please stop doing this and please clean up things on First Avenue.

Thank you,

Peter Tabuns  
MPP  
Toronto-Danforth

This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

**From:** [Josh Vandezande](#)  
**To:** [Kaufman, Rob](#)  
**Cc:** [Ontario Line](#); [Paula Fletcher \(councillor\\_fletcher@toronto.ca\)](#)  
**Subject:** RE: Ontario Line - Continued Metrolinx Misinformation  
**Date:** Wednesday, May 20, 2020 10:03:33 AM  
**Attachments:** [RE Minton Place.msg](#)  
[image002.jpg](#)  
[image004.jpg](#)

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Hello Rob,

Please see attached the further information we provided late last week regarding utility locate work underway. The resident is correct that it is related to planning for the Ontario Line. We apologize for the confusion and are preparing additional communication to be posted and shared with elected officials along the line. We've already asked Planview to ensure they are not entering private property and I'm headed out to Pape this afternoon to better understand the resident's concerns. I'll share an update asap.

Thanks,  
Josh

---

**From:** Kaufman, Rob [mailto:[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)]  
**Sent:** Wednesday, May 20, 2020 9:25 AM  
**To:** Josh Vandezande  
**Cc:** Ontario Line; Paula Fletcher ([councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca))  
**Subject:** FW: Ontario Line - Continued Metrolinx Misinformation

Josh, We received more troubling communication from a resident in Pape, north of Cosburn area I Toronto-Danforth. As you can read below a resident you had heard from last week is again contacting us, seeking clarification. Work does seem to be done over private property. It does appear that today's work, if being done for Metrolinx for the Ontario Line early works, is in contradiction to what MPP Tabuns was informed last week. Had you reached out to the City or heard from your internal investigation what the spray paint work pertained to?

Rob Kaufman  
Assistant to Peter Tabuns, MPP  
Toronto-Danforth

---

**From:** [REDACTED]  
**Sent:** May 20, 2020 8:46 AM  
**To:** Kaufman, Rob <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>; Peter Tabuns <[Tabunsndp@gmail.com](mailto:Tabunsndp@gmail.com)>; Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>; Councillor Paula Fletcher <[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)>  
[REDACTED] [REDACTED]

**Subject:** Ontario Line - Continued Metrolinx Misinformation

Dear Sirs / Madam,

Unfortunately, it seems Metrolinx have once again misinformed you. There are work crews at this very minute spray-painting my lawn along with countless others on Pape, O'Connor, Minton, Hopedale, Torrens, Gamble etc. north of Pape TTC. I got to speak to a very nice contactor who confirmed that this work is to survey the Gas, Water, Bell and Rogers cable lines and they have been doing this from CNE grounds since before COVID19 impacted the work. These are the same firms who surveyed the Eglinton LRT.

While broadly speaking, this remains agreed survey work, Mr. Vandezandes comments that the spray paint is unrelated to their work is a seeming untruth. The assessments aren't in, Bills haven't passed, budgets haven't been agreed nor the northern route even agreed to!

I cannot be the only one bringing this to your attention. The man I spoke to this morning confirmed has had to deal with "too many upset homeowners to count" all of whom suspect what this work entails.

With current health, economy, employment status and overall uncertainties around being able to provide for our families, the Metrolinx "Its Happening" slogan reminds us all that we are planned to be, or are going to be, unwantingly removed from our homes.

Sincerely

---

**From:** Kaufman, Rob <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)> on behalf of Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>

**Sent:** May 15, 2020 10:34 AM

**Subject:** FW: Ontario Line Surveying



Peter wrote to Metrolinx to find out more about the work you messaged our office about. There was notice in mid March that survey work in the area you wrote about. Josh at Metrolinx, the East end's contact, confirmed that a) this was part of that work from March, and b) the work was extended in time with no further notifications from Mx.

As we haven't your consent to share your contact info. I am writing to you only and not as suggested, to Metrolinx. The City, with consent of the Province, under the emergency regulations due to COVID-19, has lengthened the working hours for infrastructure projects as well, which has caused further consternation in some neighbourhoods along the proposed Ontario Line and Go train rail lines. Now some areas have had survey and exploratory drilling beyond the stated 7am-7pm

posted construction hours. Peter hopes you will keep in touch.  
Below please see Mx's response.

Robin Kaufman  
Assistant to MPP  
Peter Tabuns  
Toronto-Danforth  
923 Danforth Ave,  
416-461-0223

It is related to the March 23 notice as you expected. I understand from my team that it has taken a bit longer than expected so we've updated the notice to extend through mid-June. We will update it on our website.

In my conversation with the survey team, I was able to learn a bit more about our work in this neighbourhood. Tulloch are the surveyors for our technical team and are undertaking regular legal and topographic surveys (not tunnel surveys). They use a survey level which could have been mistaken as a camera or recording device. The spray paint the resident reported is unrelated to our work and my team wondered if perhaps it is related to City or third party utility work in the area.

I hope this is helpful. If you want to respond to Mr. Hosie and copy [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com), we can try and address some of his other concerns.

Thanks

Josh

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436

---

**Sent:** April 7, 2020 2:45 PM  
**To:** [Tabunsndp@gmail.com](mailto:Tabunsndp@gmail.com)  
**Cc:** Tabuns - QP, Peter <[tabunsp-gp@ndp.on.ca](mailto:tabunsp-gp@ndp.on.ca)>; Councillor Paula Fletcher <[councillor\\_fletcher@toronto.ca](mailto:councillor_fletcher@toronto.ca)>; \_\_\_\_\_  
**Subject:** Re: Ontario Line Surveying

Dear Mr Tabuns,



Firstly, I hope you and your family are well during this unprecedented period.

Secondly, I would like to thank you - and Clr. Fletcher - for your communication and efforts towards the best interests of all those who stand to be impacted by this Ontario Line. I live north of Pape Station in an area which would be decimated by Premier Ford's 'Sharpie' extension towards the DVP and while I am wholly politically neutral since the present Premier was voted in, I am impressed by your candor.

I was absolutely appalled to see the below email and flyer come through from Metrolinx when it did. People are getting ill, losing their jobs, struggling to put food on tables and face something of an uncertain future yet Metrolinx had the nerve and indecency to remind some - on top of the current climate - that they are carrying out work that may result in them losing their homes too! Whomever didn't think of those matters or chose to ignore them nonetheless need to be held accountable.

It was important i put this in writing to you. After having attended one of the open houses held by Metrolinx, where my wife was told by one Metrolinx PR employee, and I quote - "these are problems that made me choose to live in a Condo" - it is clear that this whole matter has been handled in incredibly poor taste against to those who stand to be affected the most severely.

Thank you again. Common sense will be needed more then ever upon the conclusion of this Pandemic which has set lives of hard working people and the budget of Ontario back.

Sincerely

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**From:** Peter Tabuns <[Tabunsndp@gmail.com](mailto:Tabunsndp@gmail.com)>

**Sent:** March 18, 2020 8:14 PM

**To>**

**Subject:** Ontario Line Surveying

Dear Friend,

I wanted to make you aware of two things.

First, that Metrolinx is sending out this notice of surveying to come starting March 23<sup>rd</sup>. It looks low impact but I wanted you to know in advance given the

number of times people have been surprised. Those who don't live close to the line probably won't see anything at all.

Secondly, due to the Coronavirus pandemic, the hearings for Bill 171 will be suspended without a set date to resume. This bill which undermined the consultation process around the Ontario Line and which weakened protection against wrongful expropriation was scheduled to start public hearings next week. I will get back to you when a new date has been set. My thanks to all who stepped up to speak to the issue.

Take care and wash your hands,

Peter



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You are receiving this email because you have subscribed to updates from Peter Tabuns.

**Our mailing address is:**

923 Danforth Ave  
Toronto, ON  
M4J 1L8

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).

**From:** [Tabuns, Peter](#)  
**To:** [Josh Vandezande](#); [Tabuns - CO, Peter](#)  
**Cc:** [Franca Di Giovanni](#); [Ontario Line](#)  
**Subject:** RE: some Ontario Line updates from Metrolinx  
**Date:** Wednesday, April 15, 2020 10:48:55 AM  
**Attachments:** [image001.png](#)

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Hello Mr. Vandezande,

Thanks for your email. As Councillor Fletcher has noted I assume that work at Gerrard and Coxwell is a typo.

I note that the work is supposed to start April 13<sup>th</sup>. Is there a reason that we are getting notice on the 15<sup>th</sup> rather than before work is supposed to start?

As for night work, this is a big problem. It came up on Pape north of the Danforth. Can you tell me now why that is part of the program and whether it affects all three sites or only the sites not right beside residential uses.

Can you tell me the status of the clean up on First Avenue? I have already gotten emails on this, it will help me to be able to give concrete answers.

Lastly, yes, it would be good to get together over the phone. Please set a time with my staff.

Peter Tabuns

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**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Sent:** April 15, 2020 10:26 AM  
**To:** Tabuns, Peter <tabunsp@ndp.on.ca>; Tabuns - CO, Peter <tabunsp-co@ndp.on.ca>  
**Cc:** Franca Di Giovanni <Franca.Digiovanni@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>  
**Subject:** some Ontario Line updates from Metrolinx

Hello again MPP Tabuns,

I am writing to (properly) introduce myself and share some new information regarding exploratory work that Metrolinx and its subcontractors are conducting to support planning for the Ontario Line.

As a representative of the Community Relations team for the Ontario Line, I am looking forward to working with you and your staff to share information about the project and facilitating dialogue between your constituents and Metrolinx at each step throughout the planning and construction phases. I hope we will have the opportunity to sit down with you in the near future. In the meantime, you can contact me directly with questions or concerns at 437-218-5436 or [josh.vandezande@metrolinx.com](mailto:josh.vandezande@metrolinx.com).

At our Ontario Line Open Houses in late January / early February, we announced that environmental

investigations would be undertaken in early 2020. Metrolinx is evaluating the underground conditions of the area where the line will be built. Work is done by using a small drill rig that drills into the ground, collecting soil and rock samples for further testing which will support the creation of foundation designs and other structural plans. Note that this work is continuing under the essential services provisions set out by the provincial government on April 3, 2020, “...*Construction projects and services required to ensure safe and reliable operations of, or to provide new capacity in, critical provincial infrastructure, including transit, transportation...*” The drilling crews have been reminded to maintain physical distancing and follow other public health advice while continuing this important work.

This week, we have identified some additional sites where drilling is required and we want to share some information about those locations. The attached community notice pertains to new drilling **near Gerrard and Coxwell**.

We will also be distributing notices to residents and businesses near these sites. If you have any questions about these notices, please let me know.

Planning for the project continues, which includes further refining the design and engineering work and seeking environmental approvals. We will continue to share information on our [project webpage](#) and hope to have another round of open houses in June. We recognize that the ongoing public health situation may require us to move more of our public engagement online for the next while. We will work with your office to promote opportunities for participation.

With appreciation for your continued support,

Josh Vandezande

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities  
Mobile: 437-218-5436



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**From:** [Ontario Line](#)  
**To:** [Tabuns - QP, Peter](#)  
**Subject:** RE: Ontario Line Surveying  
**Date:** Thursday, March 19, 2020 3:00:00 PM  
**Attachments:** [image002.png](#)  
[image003.png](#)

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My pleasure. Please don't hesitate to reach out if you have any questions or concerns.

Stay safe,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



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**From:** Kaufman, Rob [mailto:KaufmanR@ndp.on.ca] **On Behalf Of** Tabuns - QP, Peter  
**Sent:** March-18-20 3:37 PM  
**To:** Ontario Line  
**Subject:** FW: Ontario Line Surveying

Thanks Mr. Patel, I appreciate this and will get it out to people. Peter

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** March 18, 2020 12:44 PM  
**To:** Tabuns - CO, Peter <[tabunsp-co@ndp.on.ca](mailto:tabunsp-co@ndp.on.ca)>  
**Subject:** Ontario Line Surveying

Good afternoon MPP Tabuns,  
Hope you're doing well. We wanted to inform you about upcoming surveying work along the proposed Ontario Line project corridor. This work must be done to confirm the location and accuracy of existing survey monuments and to collect geographic data that will be used to support the project design.

This work is not intrusive and will be done by using handheld and tripod-mounted instruments around the corridor where the Ontario Line will be built. All surveying will be done on public property over the next 4 weeks. There will be no noise or traffic impacts.

We've attached a copy of a notice for this work which will be made available on our website and sent out through our digital channels.

Please let us know if you have any questions or concerns.

Stay safe,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



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**From:** [Ontario Line](#)  
**To:** [Franca Di Giovanni](#)  
**Subject:** FW: Metrolinx Geophysics Notices  
**Date:** Thursday, March 26, 2020 9:57:00 AM  
**Attachments:** [image002.png](#)

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And the actual email that was missed below

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**From:** Ontario Line  
**Sent:** February-28-20 3:35 PM  
**To:** 'Tabuns - QP, Peter'  
**Subject:** RE: Metrolinx Geophysics Notices

Hi MPP Tabuns,

The area identified along Pape Avenue is the route that the testing vehicle is taking to get over the Leaside Bridge, the proposed alignment goes under Minton Place which is where the boreholes have been drilled. The Geophysical information collected helps supplement the physical data that is collected as part of the borehole program. The geophysical survey along Strathcona Avenue and Blake Street helps provide a better understanding, generally, of the subsurface conditions in the area and is meant to confirm the trends in the soil data obtained along Pape Avenue. The subway alignment is not intended to go along that route.

Hope this helps clarify our work in the area.

Best,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



---

**From:** Ontario Line  
**Sent:** February-25-20 8:53 AM  
**To:** 'Tabuns - QP, Peter'  
**Subject:** RE: Metrolinx Geophysics Notices

Hi MPP Tabuns,

Thanks for your email. I've contacted our project team for clarification. I'll get back to you as soon as I hear back.

Have a great day!

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



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**From:** Kaufman, Rob [mailto:KaufmanR@ndp.on.ca] **On Behalf Of** Tabuns - QP, Peter  
**Sent:** February-24-20 12:04 PM  
**To:** Ontario Line  
**Subject:** FW: Metrolinx Geophysics Notices

Dear Mr. Patel,

Thank you for your email and the attached notices.

I note that one notice covers Strathcona and Blake Streets. To my knowledge no route I have seen goes along Strathcona or down Blake.

Can you please tell me why they are being tested.

Similarly, the notice for Minton and Pape shows testing continuing on Pape as it curves east from Minton. No drawing has ever shown the route curving east. Why is this section of Pape, east of Minton being tested?

I would appreciate a speedy response.

Thank you,

Peter Tabuns  
MPP Toronto-Danforth

---

**From:** Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
**Sent:** February 7, 2020 2:56 PM  
**To:** Tabuns - QP, Peter <[tabunsp-qp@ndp.on.ca](mailto:tabunsp-qp@ndp.on.ca)>  
**Subject:** Metrolinx Geophysics Notices

Dear MPP Tabuns,

We hope this email finds you well.

Since December 2019, Metrolinx has started evaluating the underground conditions of the area where the Ontario Line project is expected to be built. We wanted to make you aware of some



geophysics work beginning in your riding over the next few weeks. This work is done by a vehicle that moves slowly on the road pulling a chain of devices, linked together by a metal cable. Occasionally, the vehicle will stop and a hammer is used to generate a signal. We don't anticipate this work to be intrusive and any noise from this work is similar to regular ambient noise. This work is being done to determine the approach for the construction of this project, and will support the creation of foundation designs and other structural plans.

Notices are being sent through our email newsletter and will be also available on our website: <http://www.metrolinx.com/en/greaterregion/projects/ontario-line.aspx>. We've attached a copy of the notices for your riding to this email.

If you have any questions regarding this work or the project, please don't hesitate to reach out.

Best,

Joshua Patel  
Community Relations and Issues Specialist, Capital Projects  
METROLINX

T: 416.202.5100



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**From:** [Franca Di Giovanni](#)  
**To:** [Kaufman, Rob](#)  
**Cc:** [Ontario Line](#)  
**Subject:** RE: Ontario Line - letter to metrolinx  
**Date:** Tuesday, February 25, 2020 5:22:55 PM  
**Attachments:** [image001.jpg](#)  
[image002.jpg](#)  
[image003.jpg](#)

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Hi Rob, apologies for the delay.

In essence, active construction sites may disrupt an existing stable nesting ground for rodents. As their habitat changes, they look for somewhere else to live.

Because rodents live in extensive underground networks with many entrances and exits, it is difficult to control their migration or know where they are before their habitat is disrupted.

At other construction sites, Metrolinx has raised this concern with its contractors to identify opportunities for localized pest management to be put in place around the sites.

Franca

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**From:** Kaufman, Rob [<mailto:KaufmanR@ndp.on.ca>]  
**Sent:** Wednesday, February 19, 2020 12:09 PM  
**To:** Franca Di Giovanni  
**Subject:** RE: Ontario Line - letter to metrolinx

Believe me I understand the fear. Maybe I had just put that reality out of my mind!

---

**From:** Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>  
**Sent:** February 19, 2020 12:07 PM  
**To:** Kaufman, Rob <[KaufmanR@ndp.on.ca](mailto:KaufmanR@ndp.on.ca)>  
**Subject:** RE: Ontario Line - letter to metrolinx

Hi Rob, our construction projects actually get this question all the time! I will get the latest response from the Eglinton team. Thanks,  
Franca

---

**From:** Kaufman, Rob [<mailto:KaufmanR@ndp.on.ca>]  
**Sent:** Tuesday, February 18, 2020 2:06 PM  
**To:** Franca Di Giovanni  
**Subject:** FW: Ontario Line - letter to metrolinx

Franca,

Peter recently received an email ( see below) with questions about present test boring and future construction both having in impact on the rodent population. Is there any indication in the Ontario line investigation of the former DRL E.A. or other studies that this is a problem which may stir up an existing population of rats/mice and etc?

Any information we can share would be helpful. Cheers

Rob Kaufman  
Assistant to Peter Tabuns, MPP  
Toronto-Danforth  
923 Danforth Ave.

416-461-0223

[@Peter\\_Tabuns PeterTabuns.ca](mailto:@Peter_Tabuns PeterTabuns.ca)

H [REDACTED]

Thank you for your email. You are the first person to raise this issue. To date it has not been raised and we will take it up with Metrolinx and get back to you. By copy of this email I ask my staff to contact the community liaison staff at Metrolinx to get the answer and provide it to you.

Peter

Get [Outlook for Android](#)

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**From:** Tabuns - CO, Peter <[tabunsp-co@ndp.on.ca](mailto:tabunsp-co@ndp.on.ca)>

**Sent:** Tuesday, February 18, 2020 10:39:14 AM

**To:** Tabuns, Peter

**Subject:** FW: Ontario Line - letter to metrolinx

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**From:** [REDACTED]

**Sent:** February 12, 2020 1:10 PM

**To:** Tabuns - CO, Peter <[tabunsp-co@ndp.on.ca](mailto:tabunsp-co@ndp.on.ca)>

**Subject:** Ontario Line - letter to metrolinx

Hi there,

Thanks for the advocacy work and for sharing updates.

Unfortunately we were not able to attend the info sessions due to work schedule.

We agree with many of the concerns tabled so far. There is one particular issue which I am not sure was raised or if it's on your radar. Big expansions or construction projects like the underground tunnels proposed in the Ontario line tend to disrupt rodent populations. It has been documented that with this disruption the rodents often flee to surrounding homes.

This is a concern for us as we live in close proximity to the proposed construction. Has this been raised by anyone as a concern? I realize this is one of several issues. Do you know of any mitigation plans that are in place for rodent control. We have small children as does the rest of the neighbourhood and are concerned about the risks that come with infestation and disease. Rats are particularly hard to eradicate so is there a strategy to help residents who are vulnerable to this risk?

[REDACTED]

Begin forwarded message:

**From:** Peter Tabuns <

**Date:** February 6, 2020 at 4:59:17 PM EST

**Subject:** Letter to Metrolinx

**Reply-To:** <[us12-6f7e0bf043-ac91b548a4@inbound.mailchimpapp.net](mailto:us12-6f7e0bf043-ac91b548a4@inbound.mailchimpapp.net)>

Dear Friends,

I met with Metrolinx this week along with the NDP Transportation Critic - Jessica Bell.

We were not satisfied with the lack of information provided at the meeting and sent this letter as a follow up.

Image removed by sender.



Image removed by sender.



As I get information I will share it with you.

I did tell them at the meeting about people's frustration with the format of the information sessions and with the lack of substantial information.

Peter

## **Elected Officials**

- **MPP Peter Tabuns Briefing Material**

## POST-EVENT REPORT

### EVENT/MEETING NAME

East Segment Briefing MPP Tabuns

**DATE** Tuesday, September 29, 2020

**TIME** 3:00 to ~ 4:30 PM

**VENUE** n/a

**ADDRESS** MS Teams

### OVERVIEW

- MPP Tabuns was briefed on Ontario Line environmental reporting, procurement, project timelines, and East segment alignment.
- Specific questions on rail safety regulations in joint corridor and cost comparison for above ground and below ground in East End.
- Will setup a separate briefing for the North segment

### ATTENDEES

- MPP Tabuns

### MX

- Carrie Sheaffer
- Josh Vandezande
- Damien Forbes
- Vanessa Cheng
- Daryl Gonsalves
- Daniel Cicero
- Pam Foster
- Malcolm Mackay
- Simon Granat

### IO

- Al Findlay

### DISCUSSION

**Meeting Purpose:** To brief MPP Tabuns on the updates to the Ontario Line project since February 2020, specifically the East segment, procurement, environmental reports, engagement process and next steps.

#### Agenda:

- Summary of the procurement packages
- Updated project timeline
- Ontario Line EA process
- Draft Environmental Conditions Report (currently out for public consultation)
- Station updates (starting at the Lower Don Bridges)
- Discussion

Metrolinx provided an overview of the procurement packages, updated project timeline, the Ontario Line EA Process, the Draft Environmental Conditions Report, and Station Updates from the linked deck

Discussion:

- MPP Tabuns requested the slide deck.
  - JV will send deck to MPP Tabuns and Robin Kaufman (Assistant to MPP)
- MPP Tabuns asked for clarification on timelines presented in the timelines slide of the deck.
  - Malcolm Mackay: confirmed timelines.
- MPP Tabuns asked when the OL will open
  - Malcolm Mackay: 2027 is stated, but it is noted that the timeline will be guided by procurement.
- Carrie Scheaffer: Overview of environmental process.
- MPP Tabuns asked the deadline for ECR submission (30 day review)
  - Carrie Schaeffer: Oct. 17. Noted that we will still accept comments after that date, but Oct. 17 is the deadline to have the comments covered in the final ECR.
- MPP Tabuns asked for clarity around environmental reporting timelines
  - Carrie Scheaffer provided clarity around timelines for the Full Report for EW, and the Environmental Impact Assessment.
- MPP Tabuns asked about the impact of the timeline for environmental reporting on procurement. The environmental reporting is complete after the RFP is issued.
  - Malcolm Mackay: we are working to ensure that the environmental report information is provided for and captured in the procurement process.
- MPP Tabuns asked if we have surveyed the Don Valley, around Minton Place, as there are environmental sensitivities. Also asked about if the Environmental Assessment will cover under the bridge.
  - Carrie Scheaffer: Yes, last Spring and we have and will continue to work with the Conservation Authority. The EA will cover that information—expected date, Spring 2021.
- Josh Vandezande: Provided update on Community Relation and Outreach Activities
  - There was discussion with the MPP about potential for hosting virtual town halls. Likely the format would require having questions submitted ahead of time. Mx explained we are open to looking at these own halls and digital outreach strategies.



- Malcolm Mackay provided update on alignment. Confirmed with the MPP the subway will be along the existing corridor, not elevated.
- MPP inquired about precedent and regulatory safety requirements of having light subway trains alongside heavier trains.
  - Malcolm Mackay: There will be sensors for safety, and the likelihood of a negative safety event is low. There are some examples of heavy and light trains in Toronto. Malcolm will share information with MPP.
- MPP inquired about regulatory requirements for rail safety and if the Transportation Safety Board has accepted the planned alignment.
  - Malcolm Mackay responded that he will find out and formally respond.
- Malcolm Mackay: provided overview of bridge construction and advised that if road closures occur they will be minimal (likely, a weekend or two). Also provided overview of East Harbour, Leslieville stations. Confirmed that Jimmie Simpson Recreation Centre will have no impact, but the park will have a temporary impact. Noted it is important to protect the park as best possible, and continue to work with the BIA. Confirmed the rail line is within the corridor footprint, except as part of the station and that Mx is working within ROW.
- Noise wall designs were shared with MPP
- MPP Tabuns asked about property on First Avenue and if it will be expropriated
  - Josh Vandezande: confirmed 240-242 First Avenue will be expropriated and we are sending letters to property owners prior to the public release of section reviews.
- Malcolm Mackay: we will set up a separate briefing with MPP Tabuns to discuss the North Segment.
- It was confirmed that MPP is comfortable contacting JV with requests.
- MPP Tabuns inquired about cost comparison for having the OL above ground versus below ground in the East End.
  - Malcolm Mackay: Confirmed below ground is much more expensive, less benefits for customers, and above ground allows for the line to go further.
  - MPP Tabuns requested cost comparison of above ground and below ground.
  - Malcolm Mackay agreed to share information, but noted he would need to go through the required processes to have the information released. Likely cost range is in the 100's of Millions of Dollar range.

- MPP Tabuns asked about transit oriented communities acquisitions at Gerrard. Particularly, at Gerrard and Logan, Dickens and Thackery.
  - o Malcolm Mackay: Confirmed that if we need the properties, then they could be a candidate for TOC. Confirmed that TOC's would be based around properties that were purchased for transit that may have developable potential.
- MPP Tabuns asked about ridership projections given less people are working from home.
  - o Malcolm Mackay: ridership may decline in the short term, but long term projections are that demand will continue to grow.

**Action items for MX:**

- JV to send slide deck to MPP Tabuns (sent at end of meeting).
- MM to inquire about rail safety and regulations for joint corridor plans and provide a formal response to MPP.
- MM to share examples of joint subway-diesel train corridor use to MPP.
- MM to share cost comparison of line buried for the East rail

-Drafted by Simon Granat, Community Relations and Issues Specialist, Ontario Line on September 30, 2020

**QUESTIONS/COMMENTS**

As noted above.

**TONE**

1-5 Negative

**6-7 Neutral**

8-10 - Positive

## **Elected Officials**

- **MPP Suze Morrison**

**From:**  
**To:**  
**Subject:**  
**Date:**  
**Attachments:**

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**From:** Josh Vandezande <Josh.Vandezande@metrolinx.com>  
**Sent:** September 16, 2020 3:20 PM  
**To:** SMorrison-CO@ndp.on.ca  
**Cc:** Ontario Line <ontarioline@metrolinx.com>  
**Subject:** Ontario Line update - meeting request

Hello MPP Morrison,

On Thursday, September 17, Metrolinx will be releasing the Ontario Line Environmental Conditions Report for public review and feedback. We will also be updating our website with the latest information for the public about procurement and project timelines. Over the coming weeks, we will be posting Neighbourhood Updates to share progress as teams have been studying how to speed up delivery, reduce building costs, minimize community impacts and improve connections for customers.

The Ontario Line team would appreciate the opportunity to meet with you and your staff to discuss these updates and answer any questions you may have before the local information for your ward is released. Please have your office provide a couple dates and times **between September 18 and 30** when you are available. We are happy to have one of our team come to your office or setup a virtual meeting using Microsoft Teams.

This round of public engagement will be conducted virtually, following advice from Public Health Ontario on COVID-19 and large gatherings. We will be promoting the opportunity to stakeholders and the public through outreach on print and social media, our websites, e-newsletter and a mailing to residents and businesses within 500m of the alignment.

Our [website](#) will be updated with the Environmental Conditions Report and other Ontario Line details on September 17. Your constituents can [sign up for our e-newsletter](#) to receive updates as soon as new information is released.

We look forward to connecting with you soon.

Josh Vandezande  
Senior Manager of Community Relations - Ontario Line  
Metrolinx: connecting our communities

Mobile: 437-218-5436



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From: Ontario Line  
Sent: Friday, January 17, 2020 4:14 PM  
To: Morrison-QP, Suze  
Subject: RE: Ontario Line Open Houses

Hi Nadine,

Our Open Houses are set up to provide the community with an opportunity to interact with project staff and learn more about project topics that they are concerned or interested in. We will be setting up a large number of display boards around each venue covering multiple topics from basic project information, technical information, next steps and ways they can contact us. There will also be opportunity to provide feedback and sign up for future updates. Metrolinx project team members and our technical consultants will be spread out across each venue to engage with the community and answer questions.

There will also be an online version of the consultation available through the Ontario Line webpage if people are unable to attend in person. The next round of public consultation meetings are expected in the Spring.

Sincerely,

Franca Di Giovanni

Director, Community Relations, Capital Projects-Toronto, Metrolinx

416-202-4631

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From: Morrison-QP, Suze [<mailto:SMorrison-QP@ndp.on.ca>]  
Sent: January-16-20 3:47 PM  
To: Franca Di Giovanni; Morrison-QP, Suze  
Cc: Ontario Line  
Subject: RE: Ontario Line Open Houses

Hi Franca,

Thank you for getting back to me.

When you say open house- do you just mean that it's like a table set up and people can cycle through during the 2 hours of the meeting?

Many thanks,

Nadine Tkatchevskaia  
Executive Assistant to MPP Suze Morrison  
Official Opposition Critic for Tenant Rights, Urban Indigenous Issues and the Missing and Murdered Indigenous Women and Girls Response

c: 416-209-4039  
Pronouns: She/Her

OPSEU 578

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From: Franca Di Giovanni <[Franca.Digiovanni@metrolinx.com](mailto:Franca.Digiovanni@metrolinx.com)>  
Sent: January 14, 2020 2:59 PM  
To: Morrison-QP, Suze <[SMorrison-QP@ndp.on.ca](mailto:SMorrison-QP@ndp.on.ca)>  
Cc: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Subject: Ontario Line Open Houses

Hi Nadine,

Thanks for your inquiry about the Ontario Line meetings. I'm happy to speak with you more about these meetings. Very briefly, the format of the meetings will be Open House with no formal speaking roles. They will be staffed by people from a variety of technical teams, as well as team members from the Metrolinx capital projects community relations group. The consultation will also be available on line and comments can be submitted (and captured) both in person and electronically.

Please find my contact below and I look forward to touching base with you to provide more info for MPP Morrison.

Sincerely,  
Franca Di Giovanni

Director, Community Relations, Capital Projects-Toronto, Metrolinx

416-202-4631

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From: Morrison-QP, Suze [<mailto:SMorrison-QP@ndp.on.ca>]  
Sent: Friday, January 10, 2020 10:17 AM  
To: Ontario Line  
Subject: RE: CORRECTION: Ontario Line Open Houses

Thank you for your email.

Could you please provide me with an agenda for the session at Ryerson – MPP Morrison is considering attending.

Many thanks,

Nadine Tkatchevskaia

Executive Assistant to MPP Suze Morrison  
Official Opposition Critic for Tenant Rights, Urban Indigenous Issues and the Missing and Murdered Indigenous Women and Girls Response

c: 416-209-4039  
Pronouns: She/Her

OPSEU 578

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From: Ontario Line <[ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com)>  
Sent: January 9, 2020 3:22 PM  
To: Morrison-QP, Suze <[SMorrison-QP@ndp.on.ca](mailto:SMorrison-QP@ndp.on.ca)>  
Subject: CORRECTION: Ontario Line Open Houses

*Sincerest apologies. An old version of the postcard was sent in error. Attached please find the updated version.*

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From: Ontario Line  
Sent: January-09-20 1:25 PM  
To: 'SMorrison-QP@ndp.on.ca'  
Subject: Ontario Line Open Houses

Dear MPP Suze Morrison,

On June 4, 2019, the Ontario Government passed the “Getting Ontario Moving Act” which assigns responsibility for planning some rapid transit in Toronto to the Province of Ontario. As a result, the Relief Line project has now been replaced by the Ontario Line project. With this change, Metrolinx will lead a renewed consultation and exploration process, which will also include additional Environmental Assessment work.

We wish to advise you that Metrolinx will be hosting four public open houses later this month to share information and gather feedback about the Ontario Line. Fifteen potential stations are proposed between Ontario Place and the Ontario Science Centre, with and links to GO Transit, the Eglinton Crosstown LRT, and TTC Lines 1 and 2. The objective of the information sessions will be to provide the public with an overview of the project, the process, and information on future engagement opportunities. Metrolinx is also planning for future engagements where public input will be gathered to inform project design and details.

Public notification will occur via the following:

- Public notices to households in the study area
- An e-blast to the project mailing list
- Direct emails to stakeholders
- Direct mail to property owners who were previously engaged through the Relief Line South project
- Message boards in TTC subway stations

- Ads in the Toronto Star, Le Metropolitan, Toronto L'Express and various community newspapers
- Social media advertisements issued by Metrolinx

The open houses will take place in the last two weeks of January. The same information will be available at each event. Details of the sessions are below:

Date: Thursday, January 23<sup>rd</sup>  
Time: 6:30 p.m. – 8:30 p.m.  
Location: Ontario Science Centre  
770 Don Mills Rd, North York, ON M3C 1T3

Date: Monday, January 27<sup>th</sup>  
Time: 6:30 p.m. – 8:30 p.m.  
Location: Ryerson University, Tecumseh Auditorium  
55 Gould St, Toronto, ON M5B 1E9

Date: Tuesday, January 28<sup>th</sup>  
Time: 6:30 p.m. – 8:30 p.m.  
Location: Metropolitan Community Church (Leslieville)  
115 Simpson Ave, Toronto, ON M4K 1A1

Date: Wednesday, January 29<sup>th</sup>  
Time: 6:30 p.m. – 8:30 p.m.  
Location: Exhibition Place, Beanfield Centre, Room 201 ABC  
105 Princes' Blvd, Toronto, ON M6K 3C3

Please see the attached flyer for further details about the meetings. If you have any questions about the meetings or the project, please contact [ontarioline@metrolinx.com](mailto:ontarioline@metrolinx.com).

We look forward to meeting with you to keep you up to date on this transformative project.

Sincerely,

Franca Di Giovanni  
Director, Community Relations, Capital Projects – Toronto, METROLINX  
416-202-5100

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