



**GO Rail Network Electrification
Transit Project Assessment Process
Errata to the Environmental Project Report
November, 2017**



MORRISON HERSHFIELD



Gannett Fleming

*Excellence Delivered **As Promised***

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List of Appendices

- **Appendix A - Natural Environment Assessment Report:** is composed of two parts including *Part A1 - Natural Environment Baseline Conditions Report*, and *Part A2 - Natural Environment Impact Assessment Report*.
- **Appendix B – Preliminary Environmental Site Assessment (ESA) Reports:** is composed of two parts including: *Preliminary ESA Gap Analysis Report (Rail Corridors)*, and *Preliminary ESA Report (Taps & Traction Power Facilities)*.
- **Appendix C - Cultural Heritage Assessment Report:** is composed of two parts including *Part C1 – Cultural Heritage Screening Report*, and *Part C2 – Cultural Heritage Impact Assessment Report*.
- **Appendix D - Archaeological Assessment Report:** is composed of two parts including *Part D1 – Archeological Baseline Conditions Report*, and *Part D2 – Stage 1 Archaeological Assessment Report*.
- **Appendix E - Land Use and Socio-Economic Assessment Report:** is composed of two parts including *Part E1 – Land Use and Socio-Economic Baseline Conditions Report*, and *Part E2 – Land Use and Socio-Economic Impact Assessment Report*.
- **Appendix F - Air Quality Assessment Report:** is composed of two parts including *Part F1 – Air Quality Baseline Conditions Report*, and *Part F2 – Air Quality Impact Assessment Report*.
- **Appendix G - Noise and Vibration Modelling Reports:** is composed of six parts including *G1 – USRC Impact Assessment Report*, *G2 – LSW Impact Assessment Report*, *G3 – Kitchener Impact Assessment Report*, *G4 – Barrie Impact Assessment Report*, *G5 – Stouffville Impact Assessment Report*, and *G6 – LSE Impact Assessment Report*.
- **Appendix H - Visual Assessment Report:** is composed of two parts including *Part H1 – Visual Baseline Conditions Report*, and *Part H2 – Visual Impact Assessment Report*.
- **Appendix I - Utilities Report:** is composed of two parts including *Part I1 – Utilities Baseline Conditions Report*, and *Part I2 – Utilities Impact Assessment Report*.
- **Appendix J - Electromagnetic Interference/Electromagnetic Fields (EMI/EMF) Report:** is composed of two parts including *Part J1 – EMI/EMF Baseline Conditions Report*, and *Part J2 – EMI/EMF Impact Assessment Report*.
- **Appendix K – Preliminary Stormwater Management Report (Traction Power Facility Sites):** summarizes the results of carrying out the preliminary Stormwater Management (SWM) Assessment for each of the Tap and Traction Power Facility sites; it is composed of: an overview of background data collected/reviewed, results of initial SWM analysis for each tap/traction power facility site, and recommendations for further work.
- **Appendix L - Consultation Record:** summarizes the consultation activities carried out by Metrolinx and Hydro One as part of the GO Rail Network Electrification TPAP including the various consultation events held, feedback/comments received from review agencies, Aboriginal Communities, and other stakeholders including members of the public, and how those comments were considered as part of the TPAP.

- **Appendix M – Cultural Heritage Evaluation Reports (CHERs), Heritage Impact Assessment Reports (HIAs) and Statements of Cultural Heritage Value (SCHV):** includes copies of the CHERs, HIAs and SCHVs carried out for various heritage properties as part of the GO Rail Network Electrification TPAP.
- **Appendix N - Conceptual electrification corridor plans.** Conceptual electrification corridor plans were developed to illustrate the Overhead Contact System (OCS) Impact Zone and Vegetation/Tree Removal Zone along each of the corridors to be electrified.
- **Appendix O - Conceptual Traction Power Facility Plans.** Conceptual Traction Power Facility Plans were developed to illustrate the Traction Power Facility sites and 25kV Feeder Routes.
- **Appendix P – P1: Mapping of Ecological Land Classification Areas and P2: Mapping of Terrestrial and Aquatic Features** along each rail corridor within the GO Rail Network Electrification Study Area have been included for reference.
- **Appendix Q - Mapping of Identified Cultural Heritage Resources.** Mapping of Identified Cultural Heritage Resources within the GO Rail Network Electrification Study Area have been included for reference.
- **Appendix R - Mapping of Land Use Designations.** Mapping of Land Use designations along each rail corridor within the GO Rail Network Electrification Study Area have been included for reference.
- **Appendix S - Mapping of Noise/Vibration Receptors and Recommended Locations for Noise/Vibration Mitigation.** Mapping of Noise and Vibration Receptors that were examined in the Noise and Vibration modelling study, as well as areas where noise and vibration mitigation locations were identified along each rail corridor within the GO Rail Network Electrification Study Area have been included for reference.
- **Appendix T - Mapping of Viewsheds and Potential Visual Impact Areas.** Mapping of viewsheds and potential visual impact areas along each rail corridor within the GO Rail Network Electrification Study Area have been included for reference.
- **Appendix U – List of Technical Reports and Studies Reviewed.** Contains a list of the various technical reports/studies that were reviewed as part of carrying out the TPAP.
- **Appendix V – Groundwater Assessment Report.** Summarizes the results of carrying out the preliminary groundwater assessment, including potential groundwater effects and effects on wells.

GO Rail Network Electrification TPAP Errata to the Environmental Project Report



This Errata documents revisions to the GO Rail Network Electrification Environmental Project Report (EPR) (October 2017); the specific additions/revisions have been identified in yellow in the document that follows.

This Errata was prepared to incorporate comments provided on the EPR by the Ministry of Tourism, Culture and Sport (MTCS), Parks Canada, Halton Region, Halton Region Conservation Authority, [REDACTED] and [REDACTED] during the 30-day public review which commenced October 11th, 2017 and ended November 9th, 2017. The final version of the EPR will be updated to include these additions/revisions for use during the future stages of the design/project.

Volume 1

No revisions required.

Volume 2

Executive Summary

Additional text/information added as follows:

Union Station Rail Corridor (USRC)

Cultural Heritage

A total of nine (9) resources (e.g., buildings, subways, bridges with heritage value) were subject to heritage screening. Of these, seven (7) were identified as Provincial Heritage Property (PHP) and/or Provincial Heritage Property of Provincial Significance (PHPPS), and two (2) were identified as protected heritage properties adjacent to the study area.

Union Station is a National Historic Site (2006 and 2007) and was identified by Metrolinx as a Provincial Heritage Property of Provincial Significance (2016). A Heritage Impact Assessment (HIA) has also been completed for Union Station for electrification modifications to the train shed.

Lakeshore West Corridor

Cultural Heritage

A total of thirty-eight (38) resources were subject to heritage screening. Of these, twenty-five (25) were determined to be non-heritage properties, nine (9) were identified as PHP and/or PHPPS, and four (4) were identified as protected heritage properties adjacent to the study area.

Specifically, as part of this TPAP Cultural Heritage Evaluation Reports (CHERs) were undertaken for eleven (11) of the resources: Sunnyside Pedestrian Walkway, Gardiner Expressway Bridge, Topiary Signs, Islington Avenue Bridge, Willowbrook Maintenance Facility, Credit River Bridge, Joshua Creek Bridge, Sixteen Mile Creek and Cross Avenue Bridges, Etobicoke Creek Bridge, Bronte Creek Bridge, and the Drury Lane Pedestrian Bridge.

In addition, CHERs have previously be completed under separate Metrolinx undertakings for Dufferin Street Bridge and the Humber River Bridge.

Kitchener Corridor

Cultural Heritage

A total of nine (9) resources were subject to heritage screening. Of these, all nine (9) were determined to be non-heritage properties.

Barrie Corridor

Cultural Heritage

A total of forty (40) resources were subject to heritage screening. Of these, twenty-four (24) were determined to be non-heritage properties, six (6) were identified as PHP and/or PHPPS, and ten (10) were identified as protected heritage properties adjacent to the study area.

Specifically, as part of the TPAPCHERs were undertaken for five (5) of these resources: Dundas Street Bridge, Innes Avenue Pedestrian Bridge, Maple GO Station, Newmarket GO Station, and Holland River Bridge Mile 41.00.

The National Cash Register Company Building, and York Beltline Trail are formally protected properties located adjacent to the rail corridor. CHERs are not required for these properties at this time. CHERs have previously been completed for the Aurora and Bradford GO Stations, as well as St. Clair Avenue West Bridge, Don River Culvert, Cox Mill Road Bridge, Tollendale Creek Bridge under separate Metrolinx undertakings.

Stouffville Corridor

Cultural Heritage

A total of thirty-four (34) resources were subject to heritage screening. Of these, twenty-five (25) were determined to be non-heritage properties, one (1) was identified as PHP and/or PHPPS, and eight (8) were identified as protected heritage properties adjacent to the study area.

Specifically, as part of the TPAP a CHER was undertaken for one (1) resource: Markham GO Station.

Thomas Ravis House, the Hagerman Schoolhouse, The James Eckardt House, Unionville Heritage Conservation District (HCD), Unionville Train Station, Rouge National Urban Park, and the Markham Village Heritage Conservation District are protected properties located adjacent to the rail corridor. CHERs are not required for these properties at this time.

Lakeshore East Corridor

Cultural Heritage

A total of fifty-seven (57) resources were subject to heritage screening. Of these, forty-five (45) were determined to be non-heritage properties, six (6) was identified as PHP and/or PHPPS, and six (6) were identified as protected heritage properties adjacent to the study area.

Specifically, as part of the TPAP CHERs were undertaken for six (6) of these resources: Don River and Don Valley Bridge, Carlaw Avenue Bridge, Gerrard Street East Bridge, Pape Avenue Bridge, and Birchmount Road Bridge.

CHERs were previously completed for Eastern Avenue Bridge, Danforth Avenue Bridge, Petticoat Creek Culvert, Double Stone Creek Culvert, Dunbarton Subway, Highland Creek Bridge and Rouge River Bridge as part of a separate Metrolinx undertaking.

1.5.4 Archaeology

A comprehensive review of the existing archaeological conditions within the study area based on a review of available secondary source information (i.e., previously completed archaeological assessment reports/studies) was undertaken. This included a Data Gap Analysis within the Study Area (along rail corridors, 25kV Feeder Routes and at TPF sites) where previous archaeological assessment work **had** not yet been undertaken. The purpose of this review exercise was to **determine the** specific locations where no previous archaeological assessment work **had** been undertaken, **which required Stage 1 Archaeological Assessment (Appendix D2).**

The background review component of this assessment included a review of previous archaeological fieldwork conducted within and in its vicinity, its environmental characteristics (including drainage, soils or surficial geology and topography, etc.), and its current land use and field conditions.

Four sources of information were consulted to provide information about previous archaeological research in the study corridors:

- Archaeological assessments previously conducted on the Metrolinx rail network within the study area;
- The Ontario Archaeological Sites Database. This database is housed at the MTCS and contains detailed locations and information for all registered archaeological sites in Ontario; it was consulted for a list of all sites within 1 km of the study area limits, per the Standards and Guidelines for Consultant Archaeologists (S & G), Section 1.1.1 (MTCS 2015). The S & G is supervised by the MTCS and mandated under the Ontario Heritage Act in order to conduct archaeological assessments in Ontario;
- Published and unpublished documentary sources; and,
- Archaeological Services Inc. (ASI) archives and files.

In addition to the presence of or proximity to known archaeological sites and historic features, the state of the natural environment is an important indicator of archaeological potential. Presence of water, and other geographic characteristics such as distinctive land formations, historical features and physical indicators such as burials, structures or rock paintings can indicate archaeological potential.

Following the completion of the background review a Data Gap Analysis was performed. This analysis included a systematic review of the Study Area in order to indicate where archaeological assessments have been completed and where they may be required. Maps of the study corridors were created indicating the locations of previously assessed lands, archaeological sites, and other features such as cemeteries and ossuary potential within and in the immediate vicinity (50 m) of the Study Area Limits. These maps can be found in Appendix C of **Appendix D1**.

A copy of the Archaeological Baseline Conditions Report is included as **Appendix D1**.

2.3.1.1 Union Station

Union Station is a National Historic Site (2006 and 2007). A CHER was completed for Union Station and approved by the Metrolinx Heritage Committee (MHC) in March 2016. The MHC determined that it meets O. Reg. 9/06 and 10/06 (MHC Decision Form 29 March 2016). As discussed with Metrolinx and MTCS, a Heritage Impact Assessment (HIA) (ERA 2017) has been completed for Union Station. Heritage protection of Union Station falls under both federal requirements established under applicable heritage easement and collateral agreements between Metrolinx, Parks Canada and the City of Toronto.

Easement Agreement and Collateral Agreement

As per the collateral agreement:

- The **Easement Agreement** was signed with Parks Canada when the City of Toronto and GO Transit purchased Union Station in 2000 from Toronto Terminal Railway (TTR)
 - The Easement Agreement is meant to protect the Heritage Elements of the Station Complex
- Alterations to Union Station are subject to the Collateral Agreement (dated May 1, 2006 and as amended) between Parks Canada, the City of Toronto and GO Transit (Metrolinx). The Collateral Agreement outlines a process for the City and Parks Canada to review and approve or refuse proposals that impact heritage elements of Union Station, with Parks Canada having final approval over proposals. Alterations to the trainshed will require review and approval through the Collateral Agreement process. In the event that Parks Canada approvals conflict with the work approved in the TPAP, Parks Canada's approval shall prevail.
- As Union Station was also identified as a PHPPS and Metrolinx is a public body prescribed under OHA, Approvals under the Collateral Agreement shall be coordinated with the Ministry of Tourism, Culture and Sport, as required (see *Provincial Approvals* below).

Federal Approvals

Electrification will entail modifications to Union Station's Train Shed. A HIA will be prepared and submitted to Parks Canada, City of Toronto and MTCS for review and for formal approval prior to completion of detailed design, as per Appendix F of the "Union Station, Toronto, Ont., Review of Heritage Zones" prepared by the Heritage Conservation Program Real Property Services Dedicated Unit (CH/EC). These site plans and plan views of Union Station indicate which components of Union Station are described as:

- A. Protected Heritage Character Defining Area/Features;
- B. Protected Area/Feature Contributing to Heritage Character;
- C. Protected Area/Feature Where Heritage Character Could Be Enhanced; and,
- D. Area/Feature with Negligible Heritage Character.

In particular, Drawing #2: Site Plan – Front St. & Platform Level, provides a plan of the Union Station Train Shed. It illustrates the following:

- The north, east and west portions of the train shed are identified as Protected Heritage Character Defining Areas/Features.
 - o This includes the end facades of the train shed which display exposed arched trusses spanning columns over the tracks, and the smoke duct panels.
 - o Original operational elevator shafts and penthouses are identified on the plan for long term retention.
- The central section is identified as Protected Area/Features contributing to Heritage Character; and,
- The southern section of the train shed over Tracks 11 and 12 is identified as an Area/Feature with negligible heritage character.

The Parks Canada Process for Review of Alterations (Stages 1, 2 and 3) document provides further information with regards to process for federal approvals (see **Appendix C1**).

Provincial Approvals

No heritage attributes at Union Station have been identified for removal or demolition as part of the Electrification TPAP. Should any heritage attributes be identified for removal or demolition as part of detailed design, the Provincial Minister of Tourism, Culture and Sport would need to approve this work. Metrolinx will coordinate regulatory agencies review of the HIAs (Parks Canada, MTCS and the City – Heritage Preservation Services).

3.5.10 Corridor & Bridges: Section LSW-5 – Clarkson Station to Oakville Station

3.5.10.1 Existing Land Use

West of the Clarkson GO Station, land use to the south of the rail corridor is entirely *Business Employment* to the municipal border, while land use to the north is *Residential High Density* followed by *Utility*.

In Oakville, the most significant uses for this section of the rail corridor revolves around a variety of different employment uses. *Industrial* and *Business Employment* make up the most abundant of these employment uses between the municipal border and Chartwell Road, but the area also contains *Business Commercial*, *Office Employment* and smaller sections of *Parkway Belt*, *Natural Area*, and *Private Open Space*. The area to the west of Chartwell Road surrounding the **Oakville** GO Station is designated as the Midtown Oakville Growth Area, and has a variety of different uses including *Office Employment*, *Urban Centre*, *Community Commercial*, *Natural Area*, and *Parks and Open Space*. Official Plan Land use designations along this section of the rail corridor are shown in Figures LSW-18 to LSW-23 in **Appendix E1**.

Two large parks border this section of the rail corridor: Clarkson Park, just east of Winston Churchill Boulevard in Mississauga; and Cornwall Road Park, at Watson Avenue in Oakville. There are no sensitive receptor facilities within 40 m of the rail corridor.

3.5.11 Corridor & Bridges: Section LSW-6 – Oakville Station to Bronte Station

3.5.11.1 Existing Land Use

West of the **Oakville** GO Station, the Midtown Oakville Growth Area continues and includes *Urban Core* and *High Density Residential* land uses. Past this is Sixteen Mile Creek, which is designated as a *Natural Area*. The Kerr Village Growth Area is located to the west of the creek on the south side of the rail corridor, and includes *Main Street 2*, *Urban Centre*, and *Urban Core* designations. The rest of this section of the rail corridor is bordered by primarily *Industrial* uses, with some *Business Employment* and *Business Commercial*. Official Plan Land use designations along this section of the rail corridor are shown in Figures LSW-23 to LSW-27 in **Appendix E1**.

Hogs Back Park, which includes substantial green space on either side of the Sixteen Mile Creek north of the tracks, is the only large recreational amenity in the vicinity of this section of the rail corridor. There are no sensitive receptor facilities within 40 m of the rail corridor.

Volume 3

Executive Summary



Table E-2: Summary of Cultural Heritage Mitigation and Monitoring Commitments

Rail Corridors/ Segments	CHR	Property Name	Metrolinx Heritage Committee Decision	Project Activities	Footprint Impacts	
					Potential Effect	Mitigation/Monitoring Commitments
Union Station Rail Corridor	USRC-1-1	Union Station	Provincial Heritage Property of Provincial Significance	Installation of OCS attachments	Alteration	HIA completed as part of the Electrification TPAP. Results and recommendations of the HIA will be adhered to during detailed design. Refer to EPR Volume 3, Section 3.3.1.1.1 and the HIA provided in Appendix M, Sections 5.2 and 5.3 for a complete summarization of mitigation/monitoring commitments.
	USRC-1-2	Scott Street Interlocking Tower	Provincial Heritage Property of Provincial Significance	None	None	N/A
	USRC-1-3	Cherry Street Interlocking Tower	Provincial Heritage Property of Provincial Significance	None	None	N/A
	USRC-1-4	Lower Jarvis Subway	Provincial Heritage Property	None	None	N/A
	USRC-1-5	Lower Sherbourne Subway	Provincial Heritage Property	None	None	N/A
	USRC-1-6	Parliament Street Subway	Provincial Heritage Property	None	None	N/A
	USRC-1-7	Cherry Street Subway	Provincial Heritage Property	Installation of OCS attachments	Alteration	Conduct an HIA during detailed design
	USRC-1-8	Union Station Heritage Conservation District	Adjacent Protected Property	No direct or indirect impacts to the heritage attributes associated with the HCD were identified as a result of OCS infrastructure. However, given that the railway corridor passes through this HCD, it may be subject to policies identified in the HCD Plan.	Potential Alteration	Consultation with heritage staff at the City of Toronto
	USRC-1-9	Postal Delivery Building	Adjacent Protected Property	None expected	None	N/A



Rail Corridors/ Segments	CHR	Property Name	Metrolinx Heritage Committee Decision	Project Activities	Footprint Impacts	
					Potential Effect	Mitigation/Monitoring Commitments
Lakeshore West Corridor (Segments 1 – 8)	LSW-1-1	Dufferin Street Bridge	Provincial Heritage Property – structure was removed	Raising of roadway profile and bridge replacement	None: bridge demolished	N/A: bridge has been removed
	LSW-1-2	Dunn Avenue Bridge	Provincial Heritage Property – structure was removed (2015)	Raising of roadway profile and bridge replacement	None: bridge demolished	N/A
	LSW-1-3	Dowling Avenue Bridge	Provincial Heritage Property – structure was removed (2015)	Installation of bridge protection barrier and OCS wires, possible replacement of bridge	None: bridge demolished	N/A
	LSW-1-4	Humber River Bridge, Mile 5.02	Provincial Heritage Property	Installation of OCS wires and possibly track portals	Alteration	Conduct an HIA during detailed design
	LSW-1-5	Fort York Heritage Conservation District and National Historic Site	Adjacent Protected Property	None expected	None	N/A
	LSW-1-6	Palais Royale, 1601 Lakeshore Boulevard West	Adjacent Protected Property	None expected	None	N/A
	LSW-2-1	Islington Avenue Bridge	Provincial Heritage Property	Installation of bridge protection barrier, OCS wires, and flash plates	Alteration	Conduct a HIA during detailed design
	LSW 3-1	Etobicoke Creek Bridge	Provincial Heritage Property (MHC Decision pending)	Installation of OCS wires	Alteration	Conduct HIA
	LSW-4-1	Credit River Bridge	Provincial Heritage Property of Provincial Significance	Installation of OCS wires and possibly track portals	Alteration	HIA completed as part of the Electrification TPAP. Results and recommendations of the HIA will be adhered to during detailed design. Refer to EPR Volume 3, Section 4.3.9.1.1 and the HIA provided in Appendix M, Sections 6 and 8 for a complete



Rail Corridors/ Segments	CHR	Property Name	Metrolinx Heritage Committee Decision	Project Activities	Footprint Impacts	
					Potential Effect	Mitigation/Monitoring Commitments
						summarization of mitigation/monitoring commitments.
	LSW-4-2	Port Credit Memorial Arena	Adjacent Protected Property	None expected	None	N/A
	LSW-5-1	The General Electric Company	Adjacent Protected Property	None expected	None	N/A
	LSW-6-1	Sixteen Mile Creek Bridge	Provincial Heritage Property	Installation of OCS attachments and track portals	Alteration	Conduct a HIA during detailed design
	LSW-7-1	Bronte Creek Bridge	Provincial Heritage Property	Installation of OCS wires and possibly track portals	Alteration	Conduct a HIA during detailed design
Kitchener Corridor (Segments 1-2)	KT-2-1	8000 Dixie Road	Adjacent Heritage Property	Installation of Bramalea Paralleling Station on an adjacent portion of the property. No direct or indirect impacts to the heritage attributes associated with the Adjacent Heritage Property were identified.	None -The portion of the property where the Bramalea PS facility is proposed (and to be acquired ¹) by Metrolinx does not contain heritage attributes.	Should the location/configuration of the proposed Bramalea PS facility change during detailed design, potential impacts to the Adjacent Heritage Property (i.e., portion of the 8000 Dixie Rd site that contains CHVI) will be considered and reviewed to ensure no adverse impacts to the Adjacent Heritage Property.
Barrie Corridor (Segments 1-12)	BR-1-1	National Cash Register Company Bldg, 222 Lansdowne Street	Adjacent Protected Property	None expected	None	N/A
	BR-1-2	Former Rail Station at 1550 St. Clair Avenue West	Adjacent Protected Property	None expected	None	N/A
	BR-1-3	St. Clair Avenue West Bridge	Provincial Heritage Property	Installation of OCS wires	Alteration	Conduct HIA
	BR-1-4	York Beltline Trail	Adjacent Protected Property	None expected	None	N/A

¹ Details regarding property acquisition were not yet finalized at the time of writing this Errata.



Rail Corridors/ Segments	CHR	Property Name	Metrolinx Heritage Committee Decision	Project Activities	Footprint Impacts	
					Potential Effect	Mitigation/Monitoring Commitments
	BR-3-1	Don River Culvert	Provincial Heritage Property	None expected	None: Culvert Removed	N/A
	BR-4-1	Maple GO Station	Provincial Heritage Property	Installation of OCS attachments	Alteration	Conduct an HIA during detailed design
	BR-4-2	Village of Maple Heritage Conservation District	Adjacent Protected Property	No direct or indirect impacts to the heritage attributes associated with the HCD were identified as a result of OCS infrastructure. However, given that the railway corridor passes through this HCD, it may be subject to policies identified in the HCD Plan.	Potential Alteration	Consultation with heritage staff at the City of Vaughan
	BR-5-1	Crawford and Maude Wells House	Adjacent Protected Property	None expected	None	N/A
	BR-6-1	Aurora GO Station	Provincial Heritage Property of Provincial Significance	Installation of OCS attachments	Alteration	HIA completed as part of the Electrification TPAP. Results and recommendations of the HIA will be adhered to during detailed design.
	BR-6-2	Radial Railway Bridge Abutment	Adjacent Protected Property	None expected	None	N/A
	BR-7-1	Newmarket GO Station	Provincial Heritage Property	Installation of OCS attachments	Alteration	Conduct an HIA during detailed design
	BR-7-2	Private Residence (Robinson House)	Adjacent Protected Property	None expected	None	N/A
	BR-7-3	Former Newmarket Train Station	Adjacent Protected Property	None expected	None	N/A
	BR-9-1	Bradford GO Station	Provincial Heritage Property	Installation of OCS attachments	Alteration	Conduct an HIA during detailed design
	BR-11-1	Cotellucci Property	Adjacent Protected Property	None expected	None	N/A
	BR-12-1	Former Allandale Train Station	Adjacent Protected Property	None expected	None	N/A
	SV-2-1	Proposed Agincourt HCD	Adjacent Protected Property	None expected	None	N/A
	SV-3-1	Thomas Ravis House	Adjacent Protected Property	None expected	None	N/A



Rail Corridors/ Segments	CHR	Property Name	Metrolinx Heritage Committee Decision	Project Activities	Footprint Impacts	
					Potential Effect	Mitigation/Monitoring Commitments
Stouffville Corridor (Segments 1-7)	SV-3-2	Hagerman Schoolhouse	Adjacent Protected Property	None expected	None	N/A
	SV-4-1	James Eckardt House	Adjacent Protected Property	None expected	None	N/A
	SV-4-2	Unionville HCD	Adjacent Protected Property	No direct or indirect impacts to the heritage attributes associated with the HCD were identified as a result of OCS infrastructure. However, given that the railway corridor passes through this HCD, and modifications to the existing Bruce Creek Bridge located adjacent to the HCD are proposed, policies identified in the HCD Plan may be applicable.	Potential Alteration	Consultation with heritage staff at the City of Markham
	Sv-4-3	Former Unionville Train Station (property also includes the Stiver Mill Complex)	Adjacent Protected Property	None expected	None	N/A
	SV-5-1	Markham GO Station	Provincial Heritage Property	Installation of OCS attachments	Alteration	Conduct an HIA during detailed design
	SV-5-2	Markham Village Heritage Conservation District	Adjacent Protected Property	No direct or indirect impacts to the heritage attributes associated with the HCD were identified as a result of OCS infrastructure. However, given that the railway corridor passes through this HCD, it may be subject to policies identified in the HCD Plan.	Potential Alteration	Consultation with heritage staff at the City of Markham
	SV-6-1	Rouge National Urban Park	Adjacent Protected Property	No direct impacts to the heritage attributes associated with RNUP were identified as a result of OCS infrastructure. However, given that the railway corridor passes through the park, proposed infrastructure improvements may be subject to policies identified in the park management plan. In particular, policies on viewsheds and vegetation.	Potential Alteration	Consultation with park management staff at Rouge National Urban Park



Rail Corridors/ Segments	CHR	Property Name	Metrolinx Heritage Committee Decision	Project Activities	Footprint Impacts	
					Potential Effect	Mitigation/Monitoring Commitments
Lakeshore East Corridor (Segments 1-8)	LSE-1-1	Carlaw Avenue Bridge	Provincial Heritage Property	Installation of OCS wires	Alteration	Conduct HIA during detailed design
	LSE-1-2	Gerrard Street East Bridge	Provincial Heritage Property	Installation of OCS wires	Alteration	Conduct a HIA during detailed design
	LSE-1-3	Riverdale HCD	Adjacent Protected Property	None expected	None	N/A
	LSE-4-1	Highland Creek Bridge	Provincial Heritage Property	Installation of OCS wires	Alteration	Conduct a HIA during detailed design
	LSE-4-2	Purvis Castle Log Cabin	Adjacent Protected Property	None expected	None	N/A
	LSE-5-1	Rouge River Bridge	Provincial Heritage Property of Provincial Significance	OCS wires are to be attached to the newly constructed bridge	Potential Direct Effects: This Metrolinx-owned rail bridge is being replaced with a new bridge structure (as part of a separate Metrolinx project – Lakeshore East Rail Corridor Expansion [Guildwood to Pickering]). Therefore there is potential for direct impacts related to installation of OCS wires to the newly constructed bridge. Potential Indirect Effects: The new structure will require attachment of OCS wires as part of the Electrification project which has the potential to disrupt the bridge crossing’s park setting (i.e., indirect effects). Effects to the park setting are considered indirect.	• The existing Metrolinx-owned rail bridge is being replaced with a new bridge structure (as part of a separate Metrolinx project – Lakeshore East Rail Corridor Expansion [Guildwood to Pickering]). In consideration of the bridge’s removal, no direct adverse impacts to the newly constructed Rouge River Bridge are anticipated as a result of the proposed Electrification project activities. Therefore, no further mitigation is required. • The new structure will require attachment of OCS wires as part of the Electrification project which has the potential to disrupt the bridge crossing’s park setting (i.e., indirect effects). Effects to the park setting are considered indirect and will therefore be addressed through preparation of a Heritage Impact Assessment during detailed design. The HIA will include MTCS consultation/review. Furthermore, it should be noted that introduction of OCS infrastructure and associated indirect impacts to the park setting of the surrounding Rouge National Urban Park will be mitigated through



Rail Corridors/ Segments	CHR	Property Name	Metrolinx Heritage Committee Decision	Project Activities	Footprint Impacts	
					Potential Effect	Mitigation/Monitoring Commitments
						the following measures as recommended in this report: ▪ During detailed design, efforts will be made to minimize visual effects of the OCS infrastructure as much as possible around the Rouge Beach/Marsh area along the Lakeshore East Corridor and Stouffville Corridor. ▪ The extent of vegetation removal will be confirmed during detailed design. For the purposes of the TPAP, the project team has taken a conservative approach. Further consultation and coordination for any proposed tree/vegetation removals beyond the Metrolinx ROW will be undertaken as the project's design progresses.
	LSE-5-2	Petticoat Creek Culvert	Provincial Heritage Property	None expected	None	N/A
	LSE-5-3	Dunbarton Subway	Provincial Heritage Property	None expected	None	N/A
	LSE-5-4	Miller Memorial Tree	Adjacent Heritage Property	Possible impacts during construction phase due to location of construction laydown site or realignment of trail.	None	N/A
	SV-6-1	Rouge National Urban Park	Adjacent Heritage Property	No direct impacts to the heritage attributes associated with RNUP were identified as a result of OCS infrastructure. However, given that the railway corridor passes through the park, proposed infrastructure improvements may be subject to policies identified in the park management plan. In particular, policies on viewsheds and vegetation.	Potential Alteration	Consultation with park management staff at Rouge National Urban Park
	LSE-7-1	Former Whitby Train Station, relocated to 1450 Henry Street	Adjacent Protected Property	None expected	None	N/A



Rail Corridors/ Segments	CHR	Property Name	Metrolinx Heritage Committee Decision	Project Activities	Footprint Impacts	
					Potential Effect	Mitigation/Monitoring Commitments
	LSE-8-1	Emanuel Sleep House, 601 Victoria Street	Adjacent Protected Property	None expected	None	N/A

Table E- 4: Areas of special Visual/aesthetic consideration along rail corridors

Project Component	High Potential Visual Impact	Moderate Potential Visual Impact
Union Station Rail Corridor (USRC)	- GO Stations with visual integrity - Union Station (See Map A-1 in EPR Appendix H)	Residential areas where homes are between 8 and 20 metres from the railroad ROW (see Maps A-1, A-2 in EPR Appendix H²)
Lakeshore West Corridor (LSW)	- Residential areas where homes are less than 8 metres from the railroad ROW (see Maps B-12 to B-14 in EPR Appendix H)	- Residential areas where homes are between 8 and 20 metres from the railroad ROW (see Maps B-7, B-8, B-9, B-10, B-14 and B-15 in ERP Appendix H) - Scenic Areas - Memorial Park (see Map B-11 in EPR Appendix H) - Scenic overpasses - Etobicoke Creek (see Map B-7 in EPR Appendix H) - Credit River (see Map B-11 in EPR Appendix H) - Sixteen Mile Creek (see Map B-21 in EPR Appendix H) - Bridges with interesting or scenic views: - Strachan Avenue (See Map B-1 in EPR Appendix H) - Dufferin Street (See Map B-1 in EPR Appendix H) - Islington Avenue (See Map B-5 in EPR Appendix H) - Pedestrian bridges - Sunnyside (See Map B-2 in EPR Appendix H) - Drury Lane (See Map B-31 in EPR Appendix H)

² Relevant maps in Appendix H will also be revised.

Project Component	High Potential Visual Impact	Moderate Potential Visual Impact
Kitchener Corridor (KT)	None	- Residential areas where homes are between 8 and 20 metres from the railroad ROW (See Map C-2 in EPR Appendix H)
Barrie Corridor (BR)	- Residential areas where homes are less than 8 metres from the railroad ROW (see Map D-2 to D-4)	- Residential areas where homes are between 8 and 20 metres from the railroad ROW (See Maps D-2, D-3, D-4, D-38 and D-39 in EPR Appendix H) - Scenic areas - Allandale Waterfront (see Maps D-70 to D-71 in EPR Appendix H) - Scenic overpasses - West Holland River (See Maps D-45 in EPR Appendix H) - GO Stations with visual integrity - Allandale (See Maps D-70 in EPR Appendix H) - Bridges with interesting or scenic views - King Road (See Map D-27 in EPR Appendix H) and Keele Street (See Map D-27 in EPR Appendix H) - Pedestrian bridges - Innes Avenue (See Map D-4 in EPR Appendix H)
Stouffville Corridor (STV)	- Residential areas where homes are less than 8 metres from the railroad ROW (see Maps E-1 and E-7 in EPR Appendix H) - Areas along the STV corridor adjacent to Rouge National Urban Park (see Maps E-21, E-22, E-23 in EPR Appendix H)	- Residential areas where homes are between 8 and 20 metres from the railroad ROW (See Map E-8 in EPR Appendix H) - Scenic areas - Main Street Unionville (See Map E-14 in EPR Appendix H) - GO Stations with visual integrity - Stouffville (See Map E-24 in EPR Appendix H) - Pedestrian bridges

Project Component	High Potential Visual Impact	Moderate Potential Visual Impact
		o Mooregate Avenue (See Map E-3 in EPR Appendix H)
Lakeshore East Corridor (LSE)	• Residential areas where homes are less than 8 metres from the railroad ROW • (see Map F-3 in EPR Appendix H) • Areas along the LSE corridor adjacent to Rouge National Urban Park (see Map F-16 in EPR Appendix H)	• Residential areas where homes are between 8 and 20 metres from the railroad ROW • (see Maps F-6, F-7 and F-8 in EPR Appendix H) • Scenic areas - o Lakeshore (See Maps F-13 to F-16 in EPR Appendix H) • Scenic overpasses - o Rouge Hill (See Maps F-16 in EPR Appendix H) • GO Stations with visual integrity - o Rouge Hill (See Maps F-14 in EPR Appendix H) • Pedestrian bridges - o Pape Avenue (See Map F-2 in EPR Appendix H) and Woodrow Avenue (See Map F-6 in EPR Appendix H)

Natural Environment (Sections 3-11, Table 11-1)

Impacts Related to Bridge Modifications

Mitigation measures related to the protection and/or removal of birds nests provided in the Natural Environmental sections throughout EPR Volume 3, including but not limited to: relevant parts of Sections 3 to 11 and Table 11-1 will be updated as follows:

Original text:

All active nests of birds protected by the MBCA shall not be removed within the breeding window (April 1st and August 31st). If active nests are removed prior to the breeding bird window, the bridge structure should be netted or tarped to prevent the recurrence of nesting activity, the bridge should be monitored daily for any new nests.

Revised text:

All active nests of birds protected by the MBCA shall not be removed at any time. If inactive nests are removed from structures prior to the breeding bird window (April 1st to August 31st), the bridge structure will be netted or tarped to prevent the recurrence of nesting activity, the bridge should be monitored daily for any new nests.

3.3.1.1.1 Union Station Trainshed

Conclusions and Recommendations

The Union Station Trainshed requires OCS interventions to allow for electrification. To allow for the OCS wire to continue through the trainshed the wire will need to be connected with a termination bracket attached to the smoke duct bulkhead on the face of the Trainshed. There are three proposed intervention options:

- Variable Tension, Fixed Termination Twin Contact Option;
- Constant Tension Twin Contact Option; and,
- Rigid Conductor Rail Option.

The HIA report concluded that the proposed interventions will have an impact on the heritage attributes of the Union Station Trainshed, **as material may need to be removed from, or added to the truss system to accommodate the insertion of the electrification system**. However, these impacts can be mitigated as the project undergoes further analysis of its requirements and once a final design has been determined. The design will appropriately incorporate the HIA recommendations.

Mitigation solutions should be designed in visual harmony with historic features and contemporary design excellence. This should include:

- Ensure connections to trainshed's metal truss system and pre-cast cement smoke ducts are simple in design and strategically located in positions that will have the least material and visual impact.
- Mitigating material and visual impacts to the metal truss system and pre-cast cement smoke ducts;
- Limiting the number of OCS connections and interventions;
- Limiting the removal of any Trainshed material, and allowing for reversibility should any material require removal;
- Minimizing the impact on the original heritage elements on Track 1 and 2.
- Options for underneath the new glass atrium will need to consider the physical and visual impact on the new space and the Trainshed, particularly where the truss system meets the new glass atrium.
- Explore opportunities to develop a heritage interpretation strategy to explain the significance of the Trainshed.

Designs will be reviewed and approved by Parks Canada and the City of Toronto as per the Collateral Agreement, in coordination with MTCS. In the event that Parks Canada approvals conflict with the work approved in the TPAP, Parks Canada's approval shall prevail.

As electrification will entail modifications to Union Station's Train Shed, the HIA will need to be submitted to Parks Canada, City of Toronto and MTCS for review, and for formal approval, pursuant to the Collateral Agreement (2006) during Detailed Design and prior to construction.

The proposed interventions to the Union Station Trainshed are consistent with the ongoing Union Station Modernization Project, which aims to modernize Union Station while maintaining the building's heritage elements.

Furthermore, the proposed interventions will allow for the electrification of the rail infrastructure, allowing Union Station to continue to act as the transportation hub for Toronto and the Greater Toronto Area. Refer to **Appendix M** for a copy of the HIA prepared for the Union Station Train Shed.

3.10.1 OCS & Bridges: Section USRC-1 – UP Express Union Station to Don Yard Layover

3.10.1.1 Potential Effects and Mitigation Measures

OCS/Rail Corridors

Section USRC-1 begins at UP Express Union Station and continues east to the Don Yard Layover. Through this section the preliminary conceptual design spans the existing tracks with OCS infrastructure. See **Figure 3-4** for an illustration of typical OCS infrastructure spanning multiple tracks.

There are two areas in this section that can be considered highly visible. The first is Union Station, a landmark in downtown Toronto. In addition, there are 27 platforms and 16 tracks within the Union Station train shed. The station is covered by a canopy though some platforms extend beyond the canopy. Within the canopy section OCS infrastructure will be supported on the structure and may not create a significant visual impact. Beyond the canopy, however, OCS will be supported on columns placed in the platforms. Union Station is classified as high visual impact since this is a heavily utilized station used by the majority of riders on the entire Metrolinx commuter rail system.

A second area in Section USRC-1 that is highly visible is the Distillery District, an old distillery that has been imaginatively renovated into a mixed-use center with retail, restaurants and interpretive exhibits. It attracts numerous local and out-of-town visitors. From most of the Distillery District, the proposed OCS infrastructure will not be visible due to the placement of buildings between public areas and the railroad. There is one public square that faces the railroad. However, the view to the railroad from this open area is already partially degraded by a parking lot and a billboard located between the square and the tracks, as well as by a signal structure over the railroad with powerlines beyond. Therefore, even though this is an important location, it is classified as potential low visual impact due to the existing degradation of the view.

The residential area around Longboat adjacent to the USRC is considered an area of moderate visual impact due to the installation of OCS infrastructure.

The remainder of this section is mostly classified as low visual impact, with high-rise residential buildings looking out over the railroad. Many of these buildings have parking on the lower floors, so there tend to be no windows looking directly at the OCS infrastructure. However, this infrastructure will be visible as people look down from the upper floors. The views to and across the central city from these buildings contain many existing unattractive features such as utilities, billboards and highway infrastructure along with views of buildings and urban activity. Corktown Common is a newly constructed urban park on the north side of the railroad overlooking the Don River. While the park overlooks the railroad, there are existing electric transmission lines and signal gantries within the rail corridor so that the addition of OCS infrastructure will not significantly alter the character of the view from the park. The OCS infrastructure

is just one additional similar element in the urban setting. Therefore, the new OCS infrastructure will be a change in the viewshed but is classified as low visual impact.

Mitigation Recommendations:

The installation of OCS infrastructure will affect the viewshed along the rail corridors, particularly in areas of vegetation/tree clearing. Visual impact mitigation strategies for OCS will be identified and incorporated into the Detailed Design process. These strategies will address the range of visual conditions, area allocations, and mitigation needs that will be found along the corridor. Areas of ‘high’ visual impact will be identified and specific design measures will be incorporated to mitigate visual impacts of OCS.

5.3 Cultural Heritage

Please refer to Appendix C2 for a description of the methodology followed for assessment of cultural heritage impacts. Additional details can be found in the Cultural Heritage Impact Assessment Report contained in **Appendix C2**.

5.3.1 Bramalea PS & 25kV Feeder Route

The cultural heritage resources within this section include:

- 8000 Dixie Road (KT-2-1)

A summary of impacts and mitigation measures is provided in **Table 5-10** and feature mapping of resources is provided in **Appendix C2**.

5.3.1.1 Potential Effects and Mitigation Measures

The following table summarizes the proposed impact to the heritage property, the potential effect, and mitigation measures.

Table 5-10: Summary of Bramalea PS & 25kV Feeder Route Potential Footprint Impacts and Mitigation Measures

CHR #	Project Activities	Potential Effect	Avoidance/Mitigation/Compensation Measures
8000 Dixie Road KT-2-1 (Adjacent Heritage Property to the Bramalea PS)	No impacts to the heritage attributes of the adjacent heritage property are anticipated as a result of the installation of the Bramalea PS.	N/A	• A CHER was undertaken (as part of Electrification TPAP) and a portion of the 8000 Dixie Rd. site was determined to be an Adjacent Heritage Property. • The heritage attributes are confined to the southern 2/3 of the 8000 Dixie Rd. property containing the International Style Building, which are not anticipated to be impacted by the

			installation of the proposed Bramalea PS. • Should the location/configuration of the proposed Bramalea PS facility change during detailed design, potential impacts to the Adjacent Heritage Property (i.e., portion of the 8000 Dixie Rd site that contains CHVI) will be considered and reviewed to ensure no adverse impacts to the Adjacent Heritage Property.
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No adverse net effects are anticipated as a result of this undertaking.

Table 11-3 Summary of Cultural Heritage Mitigation and Monitoring Commitments

Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
Union Station Rail Corridor	USRC-1-1 PHPPS	Union Station	Installation of OCS attachments	Alteration	HIA completed as part of the Electrification TPAP. Results and recommendations of the HIA will be adhered to during detailed design. Refer to EPR Volume 3, Section 3.3.1.1.1 and the HIA provided in Appendix M, Sections 5.2 and 5.3 for a complete summarization of mitigation/monitoring commitments.	None	N/A ³	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	USRC-1-2 PHPPS	Scott Street Interlocking Tower	None	None	N/A	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	USRC-1-3 PHPPS	Cherry Street Interlocking Tower	None	None	N/A	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes;

³ N/A: Not Applicable



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
								related, and atmospheric elements)	• Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	USRC-1-4 PHP	Lower Jarvis Subway	None	None	N/A	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	USRC-1-5 PHP	Lower Sherbourne Subway	None	None	N/A	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	USRC-1-6 PHP	Parliament Street Subway	None	None	N/A	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
	USRC-1-7 PHP	Cherry Street Subway	Installation of OCS attachments	Alteration	Conduct an HIA during detailed design	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	USRC-1-8 Part V OHA	Union Station Heritage Conservation District	No direct or indirect impacts to the heritage attributes associated with the HCD were identified as a result of OCS infrastructure. However, given that the railway corridor passes through this HCD, it may be subject to policies identified in the HCD Plan.	Potential Alteration	Consultation with heritage staff at the City of Toronto	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	USRC-1-9 Part IV OHA	Postal Delivery Building	None expected	None	N/A	N/A	N/A	None	N/A
Lakeshore West Corridor	LSW-1-1 N/A	Dufferin Street Bridge	Raising of roadway profile and bridge replacement	None: bridge demolished	N/A: bridge has been removed	None	N/A	None	N/A



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
(Segments 1 – 8)	LSW-1-2 PHP	Dunn Avenue Bridge	Raising of roadway profile and bridge replacement	None: bridge demolished	N/A	None	N/A	None	N/A
	LSW-1-3 PHP	Dowling Avenue Bridge	Installation of bridge protection barrier and OCS wires, possible replacement of bridge	None: bridge demolished	N/A	None	N/A	None	N/A
	LSW-1-4 PHP	Humber River Bridge, Mile 5.02	Installation of OCS wires and possibly track portals	Alteration	Conduct an HIA during detailed design	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	LSW-1-5 Part V OHA NHS	Fort York Heritage Conservation District and National Historic Site	None expected	None	N/A	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	LSW-1-6 Part IV OHA	Palais Royale, 1601 Lakeshore Boulevard West	None expected	None	N/A	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
	LSW-2-1 PHP	Islington Avenue Bridge	Installation of bridge protection barrier, OCS wires, and flash plates	Alteration	Conduct a HIA during detailed design	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	LSW 3-1	Etobicoke Creek Bridge	Installation of OCS wires	Alteration	Conduct HIA	No negative impacts anticipated	None	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	LSW-4-1 PHPPS	Credit River Bridge	Installation of OCS wires and possibly track portals	Alteration	HIA completed as part of the Electrification TPAP. Results and recommendations of the HIA will be adhered to during detailed design. Refer to EPR Volume 3, Section 4.3.9.1.1 and the HIA provided in Appendix M, Sections 6 and 8 for a complete summarization of mitigation/monitoring commitments.	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
	LSW-4-2 Part IV OHA	Port Credit Memorial Arena	None expected	None	N/A	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	LSW-5-1 Part IV OHA	The General Electric Company	None expected	None	N/A	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	LSW-6-1 PHP	Sixteen Mile Creek Bridge	Installation of OCS attachments and track portals	Alteration	Conduct a HIA during detailed design	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	LSW-7-1 PHP	Bronte Creek Bridge	Installation of OCS wires and possibly track portals	Alteration	Conduct a HIA during detailed design	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
Kitchener Corridor (Segments 1-2)	K-2-1	8000 Dixie Road	Adjacent Heritage Property	Installation of Paralleling Station	None -The portion of the property where the Bramalea PS is proposed to be located (and to be acquired ⁴) by Metrolinx does not contain heritage attributes. Should the location/configuration of the proposed Bramalea PS facility change during detailed design, potential impacts to the Adjacent Heritage Property (i.e., portion of the 8000 Dixie Rd site that contains CHVI) will be considered and reviewed to ensure no adverse impacts to the Adjacent Heritage Property.	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
Barrie Corridor (Segments 1-12)	BR-1-1 Part IV OHA	National Cash Register Company Bldg, 222 Lansdowne Street	None expected	None	N/a	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and,

⁴ Details regarding property acquisition were not yet finalized at the time of writing this Errata.



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
									• Post-construction landscape treatments carried out to restore pre-construction conditions.
	BR-1-2 Designated HRSPA ⁵	Former Rail Station at 1550 St. Clair Avenue West	None expected	None	N/A	N/A	N/A	None given that the rail station is no longer extant	N/A
	BR-1-3	St. Clair Avenue West Bridge	Installation of OCS wires	Alteration	Conduct HIA	No negative impacts anticipated	None	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	BR-1-4 PHP	York Beltline Trail	None expected	None	N/A	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	BR-3-1 PHP	Don River Culvert	None expected	None: Culvert Removed	N/A	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and,

⁵ HRSPA: Heritage Railway Station Protection Act



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
									• Post-construction landscape treatments carried out to restore pre-construction conditions.
	BR-4-1 PHP	Maple GO Station	Installation of OCS attachments	Alteration	Conduct an HIA during detailed design	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	BR-4-2 Part V OHA	Village of Maple Heritage Conservation District	No direct or indirect impacts to the heritage attributes associated with the HCD were identified as a result of OCS infrastructure. However, given that the railway corridor passes through this HCD, it may be subject to policies identified in the HCD Plan.	Potential Alteration	Consultation with heritage staff at the City of Vaughan	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	BR-5-1 Part IV OHA	Crawford and Maude Wells House	None expected	None	N/A	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and,



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
									• Post-construction landscape treatments carried out to restore pre-construction conditions.
	BR-6-1 PHPPS	Aurora GO Station	Installation of OCS attachments	Alteration	HIA completed as part of the Electrification TPAP. Results and recommendations of the HIA will be adhered to during detailed design.	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	BR-6-2 Part IV OHA	Radial Railway Bridge Abutment	None expected	None	N/A	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	BR-7-1 PHP	Newmarket GO Station	Installation of OCS attachments	Alteration	Conduct an HIA during detailed design	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	BR-7-2 Part IV OHA	Private Residence (Robinson House)	None expected	None	N/A	N/A	N/A	None, given the heritage attributes associated with this resource are more than 100 metres from the rail corridor, and separated by a modern townhouse development	None



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
	BR-7-3 Part IV OHA	Former Newmarket Train Station	None expected	None	N/A	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	BR-9-1 PHP	Bradford GO Station	Installation of OCS attachments	Alteration	Conduct an HIA during detailed design	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	BR-11-1 Part IV OHA	Cotellucci Property	None expected	None	N/A	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	BR-12-1 Designated HRSPA	Former Allandale Train Station	None expected	None	N/A	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
Stouffville Corridor (Segments 1-7)	SV-2-1 Potential Part V OHA	Proposed Agincourt HCD	None expected	None	N/A	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	SV-3-1 Part IV OHA	Thomas Rivis House	None expected	None	N/A	N/A	N/A	None, given that the identified heritage attributes associated with this resource are more than 250 metres from the rail corridor.	None
	SV-3-2 Part IV OHA	Hagerman Schoolhouse	None expected	None	N/A	N/A	N/A	None, given that the identified heritage attributes associated with this resource are more than 100 metres from the rail corridor, and separated by a parking lot.	None
	SV-4-1 Part IV OHA	James Eckardt House	None expected	None	N/A	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	SV-4-2 Part V OHA	Unionville HCD	No direct or indirect impacts to the heritage attributes associated with the HCD were identified as a result of OCS	Potential Alteration	Consultation with heritage staff at the City of Markham	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and,



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
			infrastructure. However, given that the railway corridor passes through this HCD, and modifications to the existing Bruce Creek Bridge located adjacent to the HCD are proposed, policies identified in the HCD Plan may be applicable.						• Post-construction landscape treatments carried out to restore pre-construction conditions.
	Sv-4-3 Part V OHA	Former Unionville Train Station (property also includes the Stiver Mill Complex)	None expected	None	N/A	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	SV-5-1 PHP	Markham GO Station	Installation of OCS attachments	Alteration	Conduct an HIA during detailed design	No negative impacts anticipated	None	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	SV-5-2 Part V OHA	Markham Village Heritage	No direct or indirect impacts to the heritage attributes	Potential Alteration	Consultation with heritage staff at the City of Markham	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes;



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
		Conservation District	associated with the HCD were identified as a result of OCS infrastructure. However, given that the railway corridor passes through this HCD, it may be subject to policies identified in the HCD Plan.					related physical, visual, noise-related, and atmospheric elements)	• Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	SV-6-1 Protected property under federal legislation	Rouge National Urban Park	No direct impacts to the heritage attributes associated with RNUP were identified as a result of OCS infrastructure. However, given that the railway corridor passes through the park, proposed infrastructure improvements may be subject to policies identified in the park management plan. In particular, policies on viewsheds and vegetation.	Potential Alteration	Consultation with park management staff at Rouge National Urban Park	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
Lakeshore East Corridor (Segments 1-8)	LSE-1-1 PHP	Carlaw Avenue Bridge	Installation of OCS wires	Alteration	Conduct HIA during detailed design	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	LSE-1-2 PHP	Gerrard Street East Bridge	Installation of OCS wires	Alteration	Conduct a HIA during detailed design	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	LSE-1-3 Part V OHA	Riverdale HCD	None expected	None	N/A	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	LSE-4-1 PHP	Highland Creek Bridge	Installation of OCS wires	Alteration	Conduct a HIA during detailed design	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
	LSE-4-2 Part IV OHA	Purvis Castle Log Cabin	None expected	None	N/A	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions
	LSE-5-1 PHPPS	Rouge River Bridge	OCS wires are to be attached to the newly constructed bridge	Potential Direct Effects: This Metrolinx-owned rail bridge is being replaced with a new bridge structure (as part of a separate Metrolinx project – Lakeshore East Rail Corridor Expansion [Guildwood to Pickering]). In consideration of the bridge’s removal, no direct adverse impacts to the <i>newly constructed</i> Rouge River Bridge are anticipated as a result of the proposed Electrification project activities. Therefore, no further mitigation is required. Potential Indirect Effects: The new	• The existing Metrolinx-owned rail bridge is being replaced with a new bridge structure (as part of a separate Metrolinx project – Lakeshore East Rail Corridor Expansion [Guildwood to Pickering]). In consideration of the bridge’s removal, no direct adverse impacts to the <i>newly constructed</i> Rouge River Bridge are anticipated as a result of the proposed Electrification project activities. Therefore, no further mitigation is required. • The new structure will require attachment of OCS wires as part of the Electrification project which has the potential to disrupt the bridge crossing’s	None	N/A	Potential Indirect Effects: There is potential for OCS construction activities at or near the remaining east and west approaches of the Rouge River bridge crossing as a result of the Electrification project; the effects of these construction activities on the approaches are considered to be indirect. . It should be noted that the east and west approaches will be modified as part of the Lakeshore East Rail Corridor Expansion Project to accommodate a new third track, requiring that the existing approaches be widened by approximately 9 metres (AECOM December 12, 2016). This work is in the design phase as of August 2017.	• There is potential for OCS construction activities at or near the remaining east and west approaches of the Rouge River bridge crossing as a result of the Electrification project; the effects of these construction activities on the approaches are considered to be indirect. It should be noted that the east and west approaches will be modified as part of the Lakeshore East Rail Corridor Expansion Project to accommodate a new third track, requiring that the existing approaches be widened by approximately 9 metres (AECOM December 12, 2016). This work is in the design phase as of August 2017. Accordingly, it is recommended that a HIA be completed during detailed design of the Electrification project to evaluate the significance of indirect impacts to the east and west approaches and recommend appropriate mitigation measures, as required. The need for a HIA during detailed design addressing impacts of the Electrification



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
				structure will require attachment of OCS wires as part of the Electrification project which has the potential to disrupt the bridge crossing’s park setting (i.e., indirect effects). Effects to the park setting are considered indirect.	park setting (i.e., indirect effects). Effects to the park setting are considered indirect and will therefore be addressed through preparation of a Heritage Impact Assessment during detailed design. The HIA will include MTCS consultation/review. Furthermore, it should be noted that introduction of OCS infrastructure and associated indirect impacts to the park setting of the surrounding Rouge National Urban Park will be mitigated through the following measures as recommended in this report: During detailed design, efforts will be made to minimize visual effects of the OCS infrastructure as much as possible around the Rouge Beach/Marsh area along the Lakeshore East Corridor and				project on the east and west approaches of the Rouge River crossing should be based on an assessment of the condition and cultural heritage integrity of the approaches following construction activities required as part of the Lakeshore East Rail Expansion project and based on the extent and significance of anticipated indirect impacts which will be confirmed during the detailed design process. The HIA will include MTCS consultation/review.



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
					Stouffville Corridor. ▪ The extent of vegetation removal will be confirmed during detailed design. For the purposes of the TPAP, the project team has taken a conservative approach. Further consultation and coordination for any proposed tree/vegetation removals beyond the Metrolinx ROW will be undertaken as the project's design progresses.				
	LSE-5-2 PHP	Petticoat Creek Culvert	None expected	None	N/A	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.
	LSE-5-3 PHP	Dunbarton Subway	None expected	None	N/A	None	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and,



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
								related, and atmospheric elements)	• Post-construction landscape treatments carried out to restore pre-construction conditions.
	LSE-5-4 Adjacent protected property	Miller Memorial Tree	Possible impacts during construction phase due to location of construction laydown site or realignment of trail	None	N/A	None	N/A	Disruption/removal of a known memorial site	• The construction laydown site should be planned to avoid this memorial tree. The tree should be protected during the course of construction by plywood tree protection hoarding, or equivalent barriers • The trail realignment should be planned to avoid this memorial tree
	SV-6-1 (portion of the park also intersects the LSE corridor	Rouge National Urban Park	No direct impacts to the heritage attributes associated with RNUP were identified as a result of OCS infrastructure. However, given that the railway corridor passes through the park, proposed infrastructure improvements may be subject to policies identified in the park management plan. In particular, policies on viewsheds and vegetation.	Potential Alteration	Consultation with park management staff at Rouge National Urban Park	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise-related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.



Rail Corridors/ Segments	CHR	Property Name	Project Activities	Footprint Impacts		Operations and Maintenance Impacts		Construction Impacts	
				Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments	Potential Effect	Mitigation/Monitoring Commitments
	LSE-7-1 Part IV OHA	Former Whitby Train Station, relocated to 1450 Henry Street	None expected	None	N/A	N/A	N/A	None, given that the identified heritage attributes are located 400 metres from the rail corridor.	N/A
	LSE-8-1 Part IV OHA	Emanuel Sleep House, 601 Victoria Street	None expected	None	N/A	N/A	N/A	Short-term disruption resulting from construction activities (i.e. introduction of construction related physical, visual, noise- related, and atmospheric elements)	• Staging areas should be selected so that they are non-invasive and avoid heritage attributes; • Pre-construction vibration studies should be carried out (if needed); and, • Post-construction landscape treatments carried out to restore pre-construction conditions.

Table 0-1 Summary of Archaeological Mitigation and Monitoring Commitments

Project Component	Project Activities	Potential Effects	Mitigation Measures/Commitments	Monitoring/Commitments
Construction/installation of Hydro One Tap Locations, including ancillary components such as access roads, grounding and bonding, etc.	• Site clearing • Excavate the soil to the required depth • Install/construct building foundation • Construct gantries • Install prepackaged equipment • Install grounding and bonding • Install underground cables (feeders) within duct banks • Backfill/restore road(s), as per design	• Footprint impacts: disturb/displace potential archaeological resources at the following locations: ▪ Mimico Tap ▪ Burlington Tap ▪ preferred Allandale Tap ▪ Alternate Allandale Tap ▪ Scarborough Tap	• Stage 2 Archaeological Assessment Test Pit Survey will be undertaken as early as possible during detailed design at the following sites in advance of any construction activity or ground disturbance: ▪ Mimico Tap ▪ Burlington Tap ▪ Preferred Allandale Tap ▪ Alternate Allandale Tap ▪ Scarborough Tap	• Stage 2 Archaeological Assessment Test Pit Survey will be undertaken as early as possible during detailed design at the following sites in advance of any construction activity or ground disturbance: ▪ Mimico Tap ▪ Burlington Tap ▪ Preferred Allandale Tap ▪ Alternate Allandale Tap ▪ Scarborough Tap • Any lands affected by a change to project footprint/design will require archaeological assessment per the S & G prior to construction. • Should previously unknown or unassessed deeply buried archaeological resources be uncovered during development, alteration of the site must immediately cease; Metrolinx shall engage a licensed archaeologist to carry out archaeological fieldwork in compliance with the Ontario Heritage Act • Any person who discovers human remains must cease work and immediately notify the police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services. Engage with Indigenous communities per the S & G and any consultation agreements
Construction/installation of Traction Power Facilities, including ancillary components such as access roads, underground duct banks, grounding and bonding, etc.	• Site clearing • Excavate the soil to the required depth • Install/construct building foundation • Construct gantries • Install prepackaged equipment • Install grounding and bonding • Install underground cables (feeders) within duct banks • Backfill/restore road(s), as per design	• Footprint impacts: disturb/displace potential archaeological resources at the following locations: ▪ Mimico TPS ▪ Burlington TPS (partial area) ▪ Bramalea PS (partial area) ▪ Newmarket SWS ▪ Gilford PS ▪ Unionville PS (partial area) ▪ Lincolnville PS ▪ Durham SWS (partial area) ▪ Scarborough TPS (partial area) ▪ Maple PS (area adjacent to Hope Primitive Methodist Cemetery)	• Stage 2 Archaeological Assessment Test Pit Survey will be undertaken as early as possible during detailed design at the following sites in advance of any construction activity or ground disturbance: ▪ Mimico TPS ▪ Burlington TPS ▪ Bramalea PS ▪ Newmarket SWS ▪ Gilford PS ▪ Unionville PS (including a Stage 2 Pedestrian Survey) ▪ Lincolnville PS ▪ Durham SWS ▪ Scarborough TPS ▪ Maple PS – A Stage 3 Cemetery Investigation will be undertaken prior to	• Stage 2 Archaeological Assessment Test Pit Survey will be undertaken as early as possible during detailed design at the following sites in advance of any construction activity or ground disturbance: ▪ Mimico TPS ▪ Burlington TPS ▪ Bramalea PS ▪ Newmarket SWS ▪ Gilford PS ▪ Unionville PS (including a Stage 2 Pedestrian Survey) ▪ Lincolnville PS ▪ Durham SWS ▪ Scarborough TPS ▪ Maple PS – A Stage 3 Cemetery Investigation will be undertaken prior to construction if impacts from the project are confirmed within 10 m of cemetery boundary.



Project Component	Project Activities	Potential Effects	Mitigation Measures/Commitments	Monitoring/Commitments
			construction if impacts from the project are confirmed within 10 m of cemetery boundary.	- Any lands affected by a change to project footprint/design will require archaeological assessment per the S & G prior to construction. - Should previously unknown or unassessed deeply buried archaeological resources be uncovered during development, alteration of the site must immediately cease; Metrolinx shall engage a licensed archaeologist to carry out archaeological fieldwork in compliance with the Ontario Heritage Act - Any person who discovers human remains must cease work and immediately notify the police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services. Engage with Indigenous communities per the S & G and any consultation agreements
Installation of OCS, Gantries along rail corridors	- Excavate soil - Install OCS foundations at an approximate depth of 5m - Erect poles - Install wiring - Tree removals	- Footprint impacts: disturb/displace potential archaeological resources. Archaeological potential at the following locations along the rail corridors: - USRC (Possible Deeply Buried Wharf/Cribbing) - Barrie Corridor (West of Minet’s Point Road between Essa Road and Allandale GO Station). - Allandale site (BcGw-69) near Historic Allandale Station and new Allandale Waterfront GO Station - Lakeshore East Corridor outside Metrolinx ROW (Rodd Avenue).	- Stage 2 Test Pit Survey will be undertaken as early as possible during detailed design at the following sites in advance of any construction activity or ground disturbance: - Barrie Corridor (West of Minet’s Point Road between Essa Road and Allandale GO Station). - Allandale site (BcGw-69) near Historic Allandale Station and new Allandale Waterfront GO Station - USRC (Possible Deeply Buried Wharf/Cribbing) – it should be noted that Stage 2 assessment or monitoring not practical nor likely informative	- Stage 2 Test Pit Survey will be undertaken as early as possible during detailed design at the following sites in advance of any construction activity or ground disturbance: - Barrie Corridor (West of Minet’s Point Road between Essa Road and Allandale GO Station). - Allandale site (BcGw-69) near Historic Allandale Station and new Allandale Waterfront GO Station - With respect to the Rodd Avenue area along the Lakeshore East corridor, if during Detailed Design it is determined that OCS/electrification infrastructure will be required outside of the Metrolinx owned right of way in this particular area and that subsequent ground disturbance is required within the established 20 metre buffer area (Figure 8-14), a Stage 3 archaeological assessment will be undertaken prior to construction. - Any lands affected by change to project footprint/design require archaeological assessment per the S & G - Should previously unknown or unassessed deeply buried archaeological resources be uncovered during development, alteration of the site must immediately cease; Metrolinx shall engage a licensed archaeologist to carry out archaeological fieldwork in compliance with the Ontario Heritage Act - Any person who discovers human remains must cease work and immediately notify the police as well as the



Project Component	Project Activities	Potential Effects	Mitigation Measures/Commitments	Monitoring/Commitments
				Cemeteries Regulation Unit of the Ministry of Government and Consumer Services. Engage with Indigenous communities per the S & G and any consultation agreements
Bridge Modifications	- Install bridge barriers - Install OCS attachments - Install flash plates - Raise bridge - Lower tracks - Pedestrian bridge replacements - Overhead bridge replacements⁶	- The existing footprint of overhead and pedestrian bridges that will require modifications (e.g. track lowering) to deal with vertical clearance issues, and/or to accommodate the addition of a protective bridge barrier, that are within the disturbed OCS/Vegetation zone and do not retain archaeological potential. - For bridges identified for replacements (such as Dufferin Street, Dunn Avenue, Jameson Avenue, and Dowling Avenue pedestrian bridge, Drury Lane pedestrian bridge) due to vertical clearance issues, the portion of the existing bridge footprints within the 7 metre OCS/Vegetation zone is disturbed and do not retain archaeological potential.	- The existing footprint of overhead and pedestrian bridges that will require modifications (e.g. track lowering) to deal with vertical clearance issues, and/or to accommodate the addition of a protective bridge barrier, are within the disturbed OCS/Vegetation zone and do not retain archaeological potential. If during detailed design any impacts are anticipated that extend outside the OCS/Vegetation zone, then further Stage 1 and/or Stage 2 assessment will be required. - For bridges identified for replacements (such as Dufferin Street, Dunn Avenue, Jameson Avenue, and Dowling Avenue pedestrian bridge, Drury Lane pedestrian bridge) due to vertical clearance issues, the portion of the existing bridge footprints within the 7 metre OCS/Vegetation zone is disturbed and do not retain archaeological potential. If during detailed design any impacts are anticipated that extend outside the disturbed OCS/Vegetation zone, then further Stage 1 and/or Stage 2 assessment will be required.	- The existing footprint of overhead and pedestrian bridges that will require modifications (e.g. track lowering) to deal with vertical clearance issues, and/or to accommodate the addition of a protective bridge barrier, are within the disturbed OCS/Vegetation zone and do not retain archaeological potential. If during detailed design any impacts are anticipated that extend outside the OCS/Vegetation zone, then further Stage 1 and/or Stage 2 assessment will be required. - For bridges identified for replacments (such as Dufferin Street, Dunn Avenue, Jameson Avenue, and Dowling Avenue pedestrian bridge, Drury Lane pedestrian bridge) due to vertical clearance issues, the portion of the existing bridge footprints within the 7 metre OCS/Vegetation zone is disturbed and do not retain archaeological potential. If during detailed design any impacts are anticipated that extend outside the disturbed OCS/Vegetation zone, then further Stage 1 and/or Stage 2 assessment will be required. - Should previously unknown or unassessed deeply buried archaeological resources be uncovered during development, alteration of the site must immediately cease; Metrolinx shall engage a licensed archaeologist to carry out archaeological fieldwork in compliance with the Ontario Heritage Act - Any person who discovers human remains must cease work and immediately notify the police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services. - Engage with Indigenous communities per the S & G and any consultation agreements
Operation/maintenance of OCS, Operation of Taps/TPFs	- Operation of OCS - Operation of Taps/TPFs - Tree pruning/maintenance	No potential effects associated with operation of the OCS, Taps, TPFs	None required.	None required.

⁶ The detailed assessment of proposed bridge replacements for Dunn, Duffering, Jameson bridges and Dowling Pedestrian bridge will be assessed as part of a TPAP Addendum process.



Project Component	Project Activities	Potential Effects	Mitigation Measures/Commitments	Monitoring/Commitments
Installation/construction of 25kV feeder routes	• Install pole foundations • Install poles • Install wiring • Install underground feeder route/cable	• No archaeological potential found along the proposed Canpa Feeder Route, Bramalea Feeder Route, Barrie Collingwood Railway Feeder Route or Scarborough Feeder Route	• No further Archaeological Assessment required/recommended along the proposed 25kV Feeder Routes	• Any lands affected by change to project footprint/design require archaeological assessment per the S & G • Should previously unknown or unassessed deeply buried archaeological resources be uncovered during development, alteration of the site must immediately cease; Metrolinx shall engage a licensed archaeologist to carry out archaeological fieldwork in compliance with the Ontario Heritage Act • Any person who discovers human remains must cease work and immediately notify the police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services. • Engage with Indigenous communities per the S & G and any consultation agreements

Volume 4

No revisions required.

Volume 5

3.1.6 Parks Canada - Environmental Impact Analysis Process

A review of the *Guide to the Parks Canada Environmental Impact Analysis Process, June 2015* document was undertaken as part of the TPAP. It is understood that Parks Canada has specific obligations under the *Canadian Environmental Assessment Act (CEAA) 2012* to ensure that no project on the lands and waters it manages is authorized unless a determination is made that the project does not have the potential to result in significant adverse environmental effects.

Based on review of the Environmental Impact Assessment (EIA) Decision Framework, it is understood that there are approved alternative planning and permitting processes that can exempt the requirement for the preparation of an EIA. The Parks Canada EIA process is the mechanism for meeting impact assessment requirements pertaining to federal land as per s. 67 of CEAA 2012.

The GO Rail Network Electrification Project is following the prescribed requirements under *Ontario Regulation 231/08 Transit Projects and Metrolinx Undertakings* under the *Ontario Environmental Assessment Act*. Specifically under Section 9 of this Regulation, the Proponent is required to prepare an Environmental Project Report (EPR) which includes but not exclusive to the following:

1. A statement of the purpose of the transit project and a summary of background information relating to the transit project.
2. The final description of the transit project, including a description of the preferred method of carrying out the transit project, and a description of the other methods that were considered.
3. A map showing the site of the transit project.
4. A description of the local environmental conditions at the site of the transit project.
5. A description of all studies undertaken in relation to the transit project, including,
 - i. a summary of all data collected or reviewed, and
 - ii. a summary of all results and conclusions.
6. The proponent's assessment and evaluation of the impacts that the preferred method of carrying out the transit project and other methods might have on the environment, and the proponent's criteria for assessment and evaluation of those impacts.
7. A description of any measures proposed by the proponent for mitigating any negative impacts that the preferred method of carrying out the transit project might have on the environment.
8. If mitigation measures are proposed under paragraph 7, a description of the means the proponent proposes to use to monitor or verify their effectiveness.

The EPR and corresponding detailed environmental studies/impact assessment reports (contained in EA Appendices A through V to the EPR) and associated commitments to mitigation measures/plans (including Vegetation/Tree Compensation to offset tree removals) as documented in this Volume 5 sufficiently demonstrate that the project is not anticipated to result in significant adverse environmental effects given

the mitigation measures recommended for implementation. As such, an EIA was not deemed warranted at the time of writing this EPR, however the requirement for completion of an EIA will be further reviewed and confirmed during detail design in consultation with Parks Canada.

5.6 Easement Agreement and Collateral Agreement – Union Station

Metrolinx will follow the May 1 2006 Collateral Agreement between Parks Canada, City of Toronto, and GO Transit (Metrolinx) for the Union Station Complex.

As per the collateral agreement:

- The **Easement Agreement** was signed with Parks Canada when Toronto and GO purchased Union Station in 2000 from Toronto Terminal Railway (TTR).
 - The Easement Agreement is meant to protect the Heritage Elements of the Station Complex.
- Alterations to Union Station are subject to the Collateral Agreement (dated May 1, 2006 and as amended) between Parks Canada, the City of Toronto and GO Transit (Metrolinx). The Collateral Agreement outlines a process for the City and Parks Canada to review and approve or refuse proposals that impact heritage elements of Union Station, with Parks Canada having final approval over proposals. Alterations to the trainshed will require review and approval through the Collateral Agreement process. In the event that Parks Canada approvals conflict with the work approved in the TPAP, Parks Canada's approval shall prevail.
- As Union Station was also identified as a PHPPS and Metrolinx is a public body prescribed under OHA, Approvals under the Collateral Agreement shall be coordinated with the Ministry of Tourism, Culture and Sport, as required (see *Sections 5.7* below).

7.6.8 Migratory Bird Species

Where removal of vegetation and works on bridges cannot occur outside of the breeding bird window (April 1st to August 31st), consultation with Environment and Climate Change Canada's Canadian Wildlife Service office is required.

The following mitigation measures are proposed in order to reduce or mitigate the potential for adverse effects on birds and their nests:

- Vegetation shall be inspected for nests and eggs prior to maintenance activities;
- Nests and eggs of protected migratory birds shall not be destroyed during migratory bird nesting season (April 1st to August 31st) to avoid a permit under the *Migratory Birds Convention Act*. If an active nest of a migratory bird must be damaged or destroyed, a permit under this Act is required;
- During construction, should vegetation removals be required within the migratory bird window of April 1 to August 31, a survey for migratory bird nests (including SAR) will be required prior to any vegetation removals;

- Should vegetation removals be required within the period from April 1st to August 31st, a nesting survey protocol shall be developed and implemented prior to any vegetation removals;
- All active nests of birds protected by the MBCA shall not be removed at any time. If inactive nests are removed from structures prior to the breeding bird window (April 1st to August 31st), the bridge structure should be netted or tarped to prevent the recurrence of nesting activity, the bridge should be monitored daily for any new nests; and
- Nests and eggs of protected Species at Risk birds shall not be destroyed at any time.

7.6.11 Invasive Species

The following mitigation measures will be followed to deal with invasive species:

- Where possible, excavated soils should be stored for a period of less than 45 days;
- Where excavated soils must be stored for a period longer than 45 days, they should be covered or seeded with a cover crop, such as annual oats or Canada Wild Rye;
- Once soils are replaced, they should be re-seeded with a native seed mix suited to the site conditions;
- Equipment should be cleaned between sites to prevent the spread of invasive species; and
- Vegetation removals of Ash trees must be carried out in a manner in compliant with the Ministerial Order issued by the Federal Government which identifies prohibitions and restrictions of movement on trees, leaves, logs, lumber, wood/wood chips from all ash species. Unless authorized by a Movement Certificate issued by the Canadian Food Inspection Agency (CFIA), moving these products out of the Regulated Area is prohibited. This is necessary to prevent the spread of the Emerald Ash Borer (EAB) to un-infested areas in other parts of Ontario and Canada. The Contractor must dispose of all wood at a registered Waste Facility.
- The Canadian Food Inspection Agency has established a regulated area in parts of Mississauga and Toronto to prevent the spread of the Asian longhorned beetle, which includes a segment of the GO Kitchener corridor as identified in Appendix A. Vegetation removals within the Regulation Area for Asian Long-Horn Beetle within the 12 genera identified as host trees must be carried out in a manner in compliant with the Ministerial Order issued by the Federal Government in 2013 which identifies prohibitions and restrictions of movement on trees, leaves, logs, lumber, wood/wood chips from host species of the Asian Long-horned Beetle. Unless authorized by a Movement Certificate issued by the CFIA, moving these products out of the Regulated Area is prohibited.

12.1 Areas along Rail Corridors

Areas classified as high or moderate potential visual impact areas along the rail corridors through the Visual Impact Assessment Report (see Appendix H) have been summarized in **Table 12-1**.

Table 12-1: Areas of special visual/aesthetic consideration Along rail corridors

Project Component	High Potential Visual Impact	Moderate Potential Visual Impact
Union Station Rail Corridor (USRC)	- GO Stations with visual integrity - Union Station (See Map A-1 in EPR Appendix H)	Residential areas where homes are between 8 and 20 metres from the railroad ROW (see Maps A-1, A-2 in EPR Appendix H⁷)
Lakeshore West Corridor (LSW)	Residential areas where homes are less than 8 metres from the railroad ROW (see Maps B-12 to B-14 in EPR Appendix H)	- Residential areas where homes are between 8 and 20 metres from the railroad ROW (see Maps B-7, B-8, B-9, B-10, B-14 and B-15 in ERP Appendix H) - Scenic Areas - Memorial Park (see Map B-11 in EPR Appendix H) - Scenic overpasses - Etobicoke Creek (see Map B-7 in EPR Appendix H) - Credit River (see Map B-11 in EPR Appendix H) - Sixteen Mile Creek (see Map B-21 in EPR Appendix H) - Bridges with interesting or scenic views: - Strachan Avenue (See Map B-1 in EPR Appendix H) - Dufferin Street (See Map B-1 in EPR Appendix H) - Islington Avenue (See Map B-5 in EPR Appendix H) - Pedestrian bridges - Sunnyside (See Map B-2 in EPR Appendix H) - Drury Lane (See Map B-31 in EPR Appendix H)

⁷ Relevant maps in Appendix H will also be revised.

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Kitchener Corridor (KT)	None	Residential areas where homes are between 8 and 20 metres from the railroad ROW (See Map C-2 in EPR Appendix H)
Barrie Corridor (BR)	Residential areas where homes are less than 8 metres from the railroad ROW (see Map D-2 to D-4)	- Residential areas where homes are between 8 and 20 metres from the railroad ROW (See Maps D-2, D-3, D-4, D-38 and D-39 in EPR Appendix H) - Scenic areas - Allandale Waterfront (see Maps D-70 to D-71 in EPR Appendix H) - Scenic overpasses - West Holland River (See Maps D-45 in EPR Appendix H) - GO Stations with visual integrity - Allandale (See Maps D-70 in EPR Appendix H) - Bridges with interesting or scenic views - King Road (See Map D-27 in EPR Appendix H) and Keele Street (See Map D-27 in EPR Appendix H) - Pedestrian bridges - Innes Avenue (See Map D-4 in EPR Appendix H)
Stouffville Corridor (STV)	- Residential areas where homes are less than 8 metres from the railroad ROW (see Maps E-1 and E-7 in EPR Appendix H) - Areas along the STV corridor adjacent to Rouge National Urban Park (see Maps E-21, E-22, E-23 in EPR Appendix H)	- Residential areas where homes are between 8 and 20 metres from the railroad ROW (See Map E-8 in EPR Appendix H) - Scenic areas - Main Street Unionville (See Map E-14 in EPR Appendix H) - GO Stations with visual integrity - Stouffville (See Map E-24 in EPR Appendix H) - Pedestrian bridges

		○ Mooregate Avenue (See Map E-3 in EPR Appendix H)
Lakeshore East Corridor (LSE)	• Residential areas where homes are less than 8 metres from the railroad ROW (see Map F-3 in EPR Appendix H) • Areas along the LSE corridor adjacent to Rouge National Urban Park (see Map F-16 in EPR Appendix H)	• Residential areas where homes are between 8 and 20 metres from the railroad ROW (see Maps F-6, F-7 and F-8 in EPR Appendix H) • Scenic areas ○ Lakeshore (See Maps F-13 to F-16 in EPR Appendix H) • Scenic overpasses ○ Rouge Hill (See Maps F-16 in EPR Appendix H) • GO Stations with visual integrity ○ Rouge Hill (See Maps F-14 in EPR Appendix H) • Pedestrian bridges ○ Pape Avenue (See Map F-2 in EPR Appendix H) and Woodrow Avenue (See Map F-6 in EPR Appendix H)

EPR Appendices

Appendix G1 – USRC Noise and Vibration Modelling Assessment Report

- References to “tracks E0, E6 and E7” will be revised to “tracks E0, E7, and E8” as applicable in the following sections:
 - Executive Summary page x
 - Section 2.1, page 4
 - Section 5.2, page 21

Appendix T - Mapping of Viewsheds and Potential Visual Impact Areas

- The location of Coronation Park as shown on *Figure B-6 in the EPR Appendix T – Mapping of Viewsheds and Potential Visual Impact Areas* will be revised to be shown on the west side of Royal York Road.