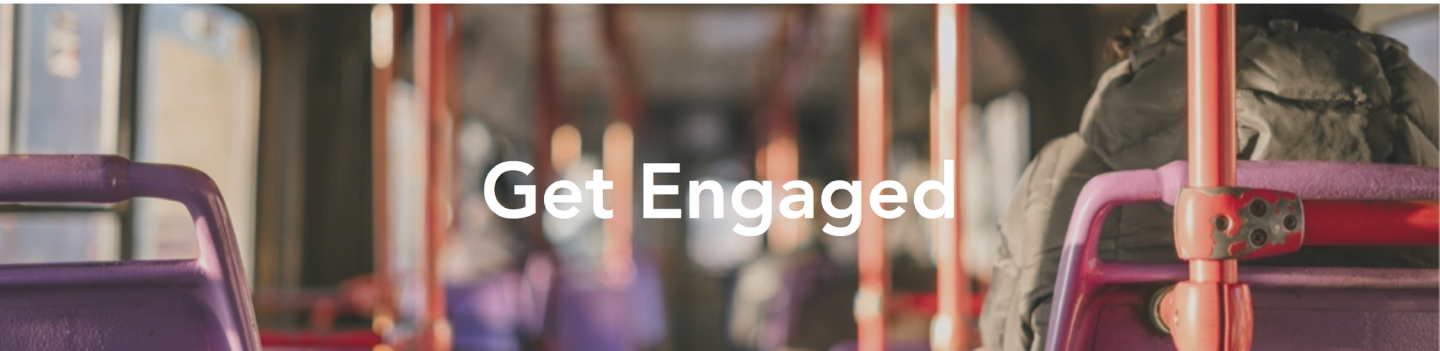


Appendix B2

**Project Webpage:
Corktown Station
Early Works Updates**



Get Engaged

The Ontario Line	Get Engaged	Live Meetings	Contact Us	Book a Meeting
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The Ontario Line - Get Engaged

The Ontario Line will transform transit in Toronto, getting hundreds of thousands of people where they need to be—better, faster and easier than today. However, we know that a project of this size and complexity means we need to help communities plan for and adjust to some changes both during and after construction.

Public input is vital to the project and we thank you for your patience as we complete the necessary studies and investigations to support more detailed plans which will be shared with the public as they are available.

We are doing our part to protect our staff and the public during the COVID-19 virus. During this time, our engagement has moved to a virtual format.

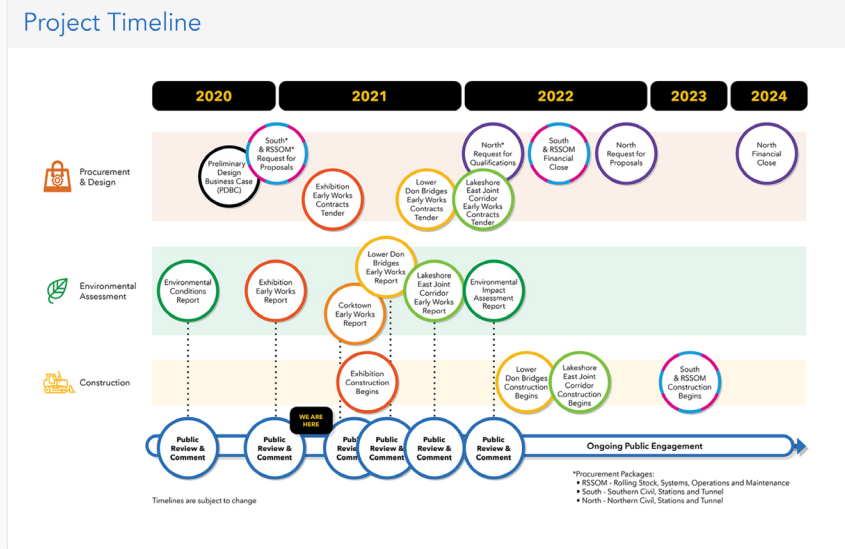
Our team is continuing to support our residents, business and communities. Please [contact us](#) with any questions.

What's New?

Information available for public review:

- [Draft Early Works Report: Lower Don Bridge and Don Yard](#) – available for public review and comment until July 22, 2021
- [Draft Early Works Report: Corktown Station](#) – incorporating feedback received into final report
- [Preliminary Design Business Case](#) – outlining the latest in Ontario Line benefits
- [Final Early Works Report: Exhibition Station](#) – public feedback received and incorporated
- [Final Environmental Conditions Report](#) – updated with feedback received during the consultation period

Please [subscribe to our e-newsletter](#) and check back here for future updates.



Lower Don Bridge and Don Yard

Review the Draft Lower Don Bridge and Don Yard Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures and provide your feedback until **July 22, 2021**.

[Learn more](#)

Live Meetings


Watch recordings of past virtual live meetings, download the materials and read the Q&As now.

[Learn more](#)

Book a Meeting with Community Relations


General question or need help finding information? Schedule a meeting with the Community Relations team now!

[Book](#)




Environment

To maintain strong environmental oversight, Metrolinx is conducting a thorough environmental assessment.



Neighbourhood Updates

View neighbourhood updates for all four segments of the line.



Your Feedback & Frequently Asked Questions

View answers to the some of the most popular questions we've heard.



Construction

Building a subway in developed neighbourhoods across a large and busy city is a complex design and engineering undertaking.



Procurement

Metrolinx is committed to delivering the Ontario Line through a Public-Private Partnership (P3) that is cost-effective, efficient and accountable.



Trains & Technology

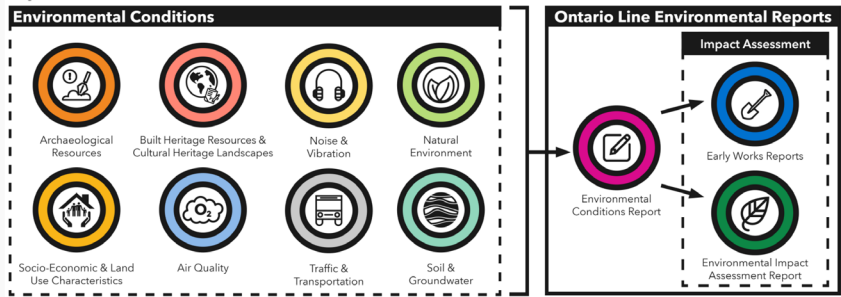
The Ontario Line will deliver better, faster, more reliable and more frequent service using modern technology that has been proven and adopted by subway systems around the world.



The Ontario Line	Get Engaged	Live Meetings	Contact Us	Book a Meeting	
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The Ontario Line - Environment

By its nature, providing reliable, safe and accessible public transportation brings environmental and social benefits. Metrolinx is committed to the preservation and protection of the environment, while working to provide an integrated and sustainable transportation system. To maintain strong environmental oversight, Metrolinx is conducting a thorough environmental assessment – including studying existing environmental conditions and completing an environmental impact assessment. The below graphic shows the different environmental conditions that have been studied throughout the Ontario Line study area and the different reports that we will use to share those findings.



Lower Don Bridge and Don Yard

Review the Draft Lower Don Bridge and Don Yard Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures and provide your feedback until July 22, 2021.

[Learn more](#)

Live Meetings

Watch recordings of past virtual live meetings, download the materials and read the Q&As now.

[Learn more](#)

Book a Meeting with Community Relations

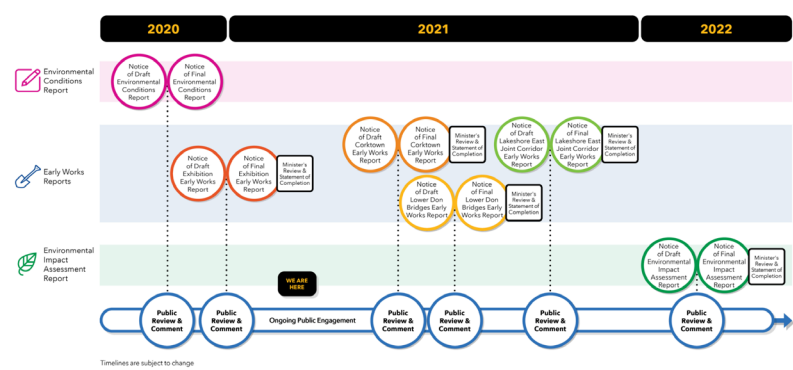
General question or need help finding information? Schedule a meeting with the Community Relations team now!

[Book](#)

Environmental Assessment Process

Ontario Line Environmental Reporting Timeline

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



Environmental Conditions Report

Early Works

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

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

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

Advancing work in these areas will facilitate timely implementation of the Ontario Line Project and provides planning, design and implementation efficiencies for ongoing projects such as GO Expansion.

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

- Exhibition Station** – an extension to the existing passenger tunnel; a temporary pedestrian bridge; a new north platform and accompanying shift of the northern two GO tracks; and, utility relocation and protection. [Learn more.](#)
- Corktown station** – early works planned at the station serving Corktown (and future launch shaft site) are integral to the project's construction schedule. These early works include removal of existing buildings, other structures and asphalt, decommissioning of utilities, and soil removal and/or remediation where required. These activities will enable the completion of environmental due diligence investigations, including archaeological assessments at the First Parliament site, that are required in advance of site preparation for

future construction staging and laydown, future tunnel and below ground construction activities, and other work associated with the future Corktown Station. [Learn more.](#)

- **Lower Don Bridges** – building a new bridge north of the existing rail bridge over the Lower Don River that will carry the Ontario Line tracks. [Learn more.](#)
- **Don Yard** – shifting GO tracks in the Don Yard and nearby rail corridor west of the bridge to accommodate Ontario Line infrastructure; modifying the existing rail bridge to accommodate future GO track shifts and Ontario Line infrastructure; and relocating and protecting utilities and signal infrastructure in the area. [Learn more.](#)
- **Lakeshore East Joint Corridor** – rearranging tracks in the corridor between Eastern Avenue and Logan Avenue to accommodate four GO rail tracks and two Ontario Line tracks, including: grading; installation or upgrading of vegetated slopes or retaining walls and noise barriers next to the corridor, where appropriate; relocation or protection of utilities; and bridge work at the existing Lakeshore East rail corridor bridges at Queen, Dundas and Logan.

Exhibition Station, Lower Don Bridges, Don Yard and Lakeshore East Joint Corridor early works are being advanced where Ontario Line work will take place alongside other important transit expansion projects and where portions of the alignment run in parallel to the existing Lakeshore East and Lakeshore West GO rail corridors.

Learn more about the early works environmental assessment timeline under the process section, above.



Environmental Impact Assessment Report



ENGAGE

Projects & Programs ▾ Participate Now



The Ontario Line

Get Engaged

Live Meetings

Neighbourhood Updates

Contact Us

The Ontario Line - Neighbourhood Updates - Downtown

The following plans describe the alignment (route) of the line, and the proposed location of station structures and entrance locations.

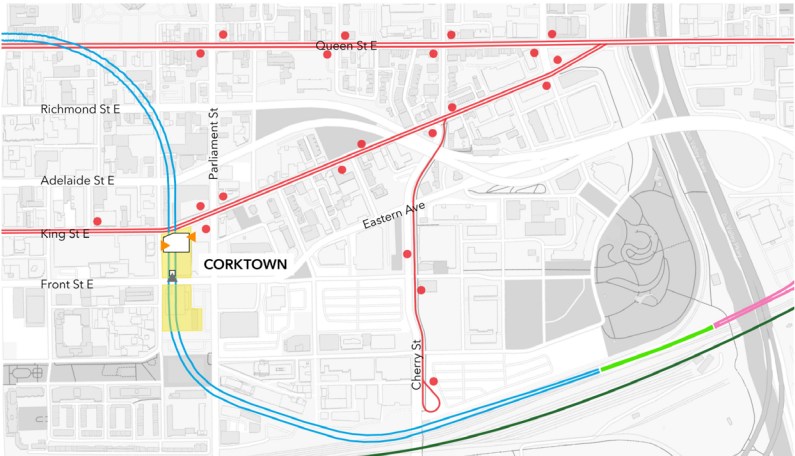
Osgoode to Don Yard

Osgoode

Queen

Moss Park

Corktown



- Tunnelled

GO Rail

Station Building

Permanent Property Requirements

At Grade

Streetcar Line

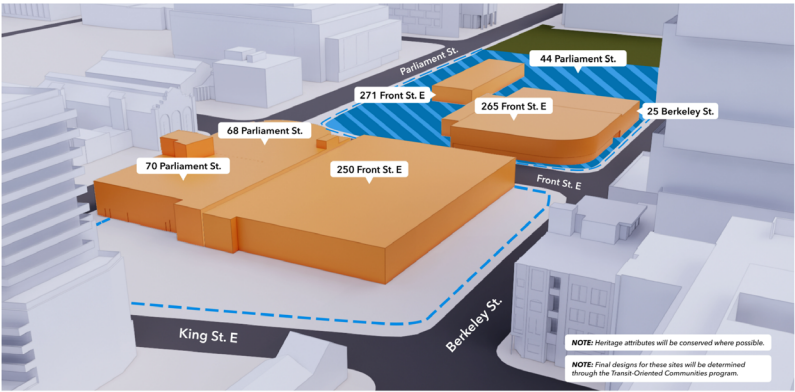
Portal

Streetcar Stop

Station Entrance

Emergency Exit and Tunnel Entrance
- Note: Heritage attributes will be conserved where possible.

METROLINX



Corktown Station

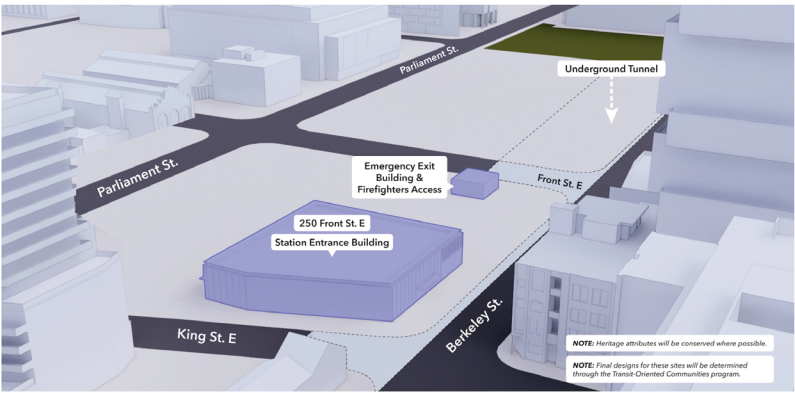
Permanent Property Requirements

Construction / Staging Area

First Parliament Site

METROLINX

Permanent property impacts



Corktown Station

Future Station Building

Underground Tunnel

METROLINX

Lower Don Bridge and Don Yard

Review the Draft Lower Don Bridge and Don Yard Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures and provide your feedback until **July 22, 2021**.

Learn more

Live Meetings

Watch recordings of past virtual live meetings, download the materials and read the Q&As now.

Learn more

Book a Meeting with Community Relations

General question or need help finding information? Schedule a meeting with the Community Relations team now!

Book

Future state concept

The Ontario Line station serving Corktown will make it easier for people to visit this new and growing neighborhood and the nearby Distillery District.

A new Ontario Line connection here will connect to popular surface routes such as the 504 King Streetcar, 65 Parliament bus and 172 Cherry Street bus.

The station will be within a short 10-minute walk for more than 26,400 residents, in an area of the city where 3,300 households don't currently own a car. An estimated 4,100 people are expected to use Corktown station during the busiest travel hour.

The site south of Front Street which includes the First Parliament site is required to support construction in order to minimize impacts to the street.

Metrolinx recognizes the extensive work the City and its partners have done to create a vision for the First Parliament site. Metrolinx will be working closely with Indigenous communities, the Ontario Heritage Trust, the City of Toronto and the public to advance those plans as part of a Heritage Interpretation and Commemoration Plan.

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

[Early works](#) and environmental due diligence activities such as archaeological assessments will begin on these sites as early as September 2021.

Final designs for these sites will be determined through the [Transit-Oriented Communities Program](#).

Stats and Facts*

- 26,400 people within walking distance to station
- 4,100 customers will use the station during the busiest travel hour
- 1,900 surface transfers during the busiest travel hour
- 15,700 jobs in the area

*Forecast for the year 2041

Don Yard

For more detail, visit [Metrolinx News](#).

[← Return to Neighbourhood Updates](#)



The Ontario Line - Corktown Early Works Report

[← Return to Early Works: Corktown Station](#)

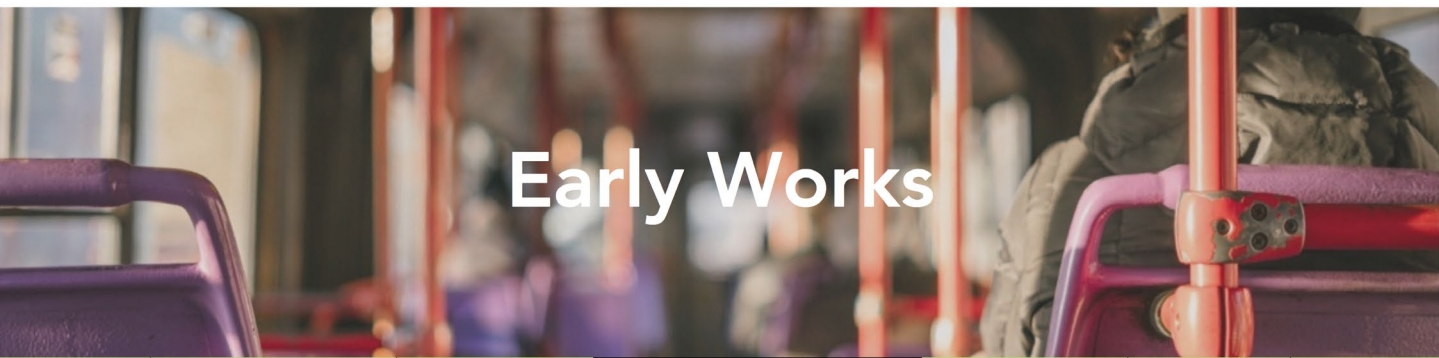
Draft Report and Appendices

- [Ontario Line Draft Corktown Station Early Works Report](#)

Appendices:

- [Appendix A1. Natural Environment Early Works Report](#)
- [Appendix A2. Air Quality Early Works Report](#)
- [Appendix A3. Noise and Vibration Early Works Report](#)
- [Appendix A4. Heritage Detailed Design Report](#)
- [Appendix A5. Traffic and Transportation Early Works Report](#)
- [Appendix B1. Project Distribution List](#)
- [Appendix B2. Project Webpage](#)
- [Appendix B3. Consultation and Correspondence Record](#)
- [Notice of Publication of Draft Report \(English\)](#)
- [Notice of Publication of Draft Report \(Français\)](#)

If you have questions about the report, please [contact us](#).



Early Works

The Ontario Line	Get Engaged	Corktown Early Works	Live Meetings	Contact Us
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The Ontario Line - Early Works: Corktown Station

Ontario Line trains will be below ground at Corktown Station, which will require tunnel boring through the future corridor. The Corktown Station site has been identified as the launch site for the tunnel excavation equipment to complete tunnels and underground station spaces for the downtown and Don Yard segments and construction of the Corktown Station.

In accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg 341/20), under the Environmental Assessment Act, early works are any components of the Ontario Line Project that Metrolinx proposes to proceed with before the completion of the Ontario Line assessment process, such as station construction, rail corridor expansion, utility relocation or bridge replacement or expansion. Corktown Station early works include demolition of existing buildings, removal of structures and asphalt, decommissioning of utilities and soil removal and/or remediation where required. These early works will set the groundwork for other major construction, reducing risk of delays to the overall Project by completing this preparatory work on an expedited basis in advance of the main contracts.

The Draft Corktown Station Early Works Report outlines the purpose of early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a record of consultation.

[View the Full Early Works Report](#)



Aerial view of the Corktown Station early works site (project footprint).

Source: City of Toronto (n.d.a): Available through:
<https://www.toronto.ca/services-payments/venues-facilities-bookings/book...>

Early Works Components


The First Parliament Site, located within the Corktown Station early works project footprint, is a known archaeological site which requires additional archaeological studies ahead of any ground disturbance activities. Artifacts from Indigenous Nations, remains of Upper Canada's First and Second Parliament Buildings and remnants of early Toronto industry may be found here. Metrolinx is eager to unlock the potential of the site and work with the City of Toronto, Indigenous Nations and specifically the Mississaugas of the Credit First Nation, on whose treaty territory the First Parliament Site is located, and the community to identify opportunities for commemoration. Initial archaeological and environmental investigations are underway.

More information about archaeological potential within the Corktown Station early works study area [can be found here](#).

Corktown Station early works include demolition of existing buildings, removal of other structures and asphalt, decommissioning of utilities, soil removal and/or remediation where required, within the Corktown Station early works project footprint. These activities will allow for the completion of environmental due diligence investigations, including archaeological assessments. Assessment of project operations and construction of Corktown Station and other project components will be documented in the Environmental Impact Assessment Report in accordance with Section 15 of Ontario Regulation 341/20: Ontario Line Project.


Legend

- Corktown Station Early Works Project Footprint
- First Parliament Site



View of Corktown Station early works project footprint, including the First Parliament Site which is currently home to a car dealership, car wash and surface parking.

Source: Metrolinx, 2021.



Assessment Process



[Archeological Resources - Corktown Station](#)



[Built Heritage Resources & Cultural Heritage Landscapes - Corktown Station](#)



[Hydrology & Surface Water - Corktown Station](#)



[Natural Environment - Corktown Station](#)



[Noise and Vibration - Corktown Station](#)



[Socio-Economic & Land Use Characteristics - Corktown Station](#)



[Soil & Groundwater - Corktown Station](#)



[Traffic & Transportation - Corktown Station](#)

Submissions are closed.

Air Quality - Corktown Station

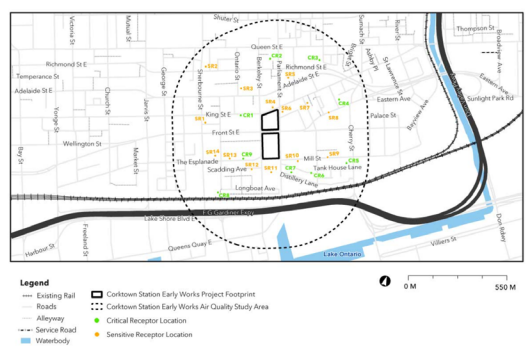
[← Return to Early Works: Corktown Station](#)

Key Findings

- There are existing exceedances of two contaminants, benzene and benzo(a)pyrene, produced by both industry and vehicular exhaust combustion within the city. High levels of vehicular exhaust contaminants, such as benzene and benzo(a)pyrene, are typical of a highly urbanized environment like the City of Toronto.
- The following nine critical receptors* and 14 sensitive receptors** have been identified within the study area. These locations have the potential to be affected based on proximity to the project footprint and predominant wind direction.
 - Critical receptors: 341 King Street East (CR1), 162 Parliament Street (CR2), 80 Sackville Street (CR3), 19 Sackville Street (CR4), 50 Tank House Lane (CR5), 50 Gristmill Lane (CR6), 8 Distillery Lane (CR7), 2 Princess Street (CR8) and 246 The Esplanade (CR9).
 - Sensitive receptors: 39 Sherbourne Street (SR1), 320 Richmond Street (SR2), 75 Ontario Street (SR3), 318 King Street East (SR4), 46-48 Power Street (SR5), 393 King Street East (SR6), 115 Trinity Street (SR7), 28 Eastern Avenue (SR8), 70 Mill Street (SR9), 33 Mill Street (SR10), 33 Hahn Place (SR11), 125 Scadding Avenue (SR12), 222 The Esplanade (SR13) and 177 Front Street East (SR14).
- There is potential for temporary increases in contaminants associated with early works activities and construction vehicle emissions. These increases will be minimized by implementing appropriate mitigation measures (see Potential Effects & Mitigation Measures for more details).

* A critical receptor is a building which houses vulnerable populations such as a retirement home, hospital, childcare centre, school, or similar institutional building.

** A sensitive receptor is a building in which a person resides on a permanent or semi- permanent basis, such as a house or an apartment.



Critical and Sensitive Receptors within the Corktown Station Air Quality Study Area

Potential Effects & Mitigation Measures

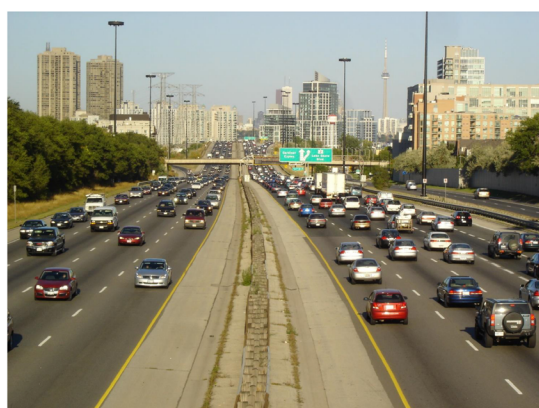
Potential Effects:

- Temporary increase in air pollution and odour (e.g., diesel combustion products such as NO2) as a result of construction vehicle emissions and increased traffic due to congestion associated with early works activities.
- Temporary increase in dust, silica and airborne particulates resulting from site preparation, earth works, demolition activities, heavy equipment travel over unpaved surfaces and uncovered soil storage piles.
- Potential release of contaminants due to disruption of contaminated soils.

Mitigation Measures:

- Manage on-site construction vehicle activity to control emissions of odorous contaminants and diesel exhaust.
- If disruption of contaminated soils is anticipated, ensure that contaminants are not released.
- Develop an Air Quality Management Plan to ensure consistent attention to mitigation of dust and particulates, including silica, from the early works site, once early works activity means and methods have been confirmed.

[← Return to Early Works: Corktown Station](#)



Traffic congestion on the Gardiner Expressway contributing to air pollution.
Source: AECOM, 2018.

Submissions are closed.



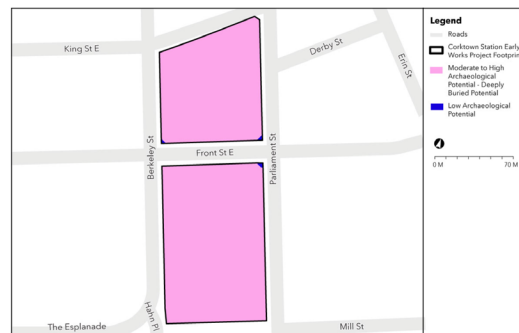
Submissions are closed.

Archeological Resources - Corktown Station

[← Return to Early Works: Corktown Station](#)

Key Findings

- Much of the Corktown Station early works project footprint contains moderate to high deeply buried archaeological potential, where Indigenous artifacts and/or material related to the early development and expansion of the City of Toronto may remain.
- The First Parliament Site and the Lime Kiln Site are located within the study area. These sites require additional archaeological studies in advance of any ground disturbance activities.
- Where archaeological potential is present and disturbance is anticipated, further archaeological assessment(s) will be completed. The assessments may include deeply buried investigative techniques, such as mechanical topsoil removal and mechanical trenching.



Archaeological Potential within Corktown Station Early Works Project Footprint

Potential Effects & Mitigation Measures

Potential Effects:

- Potential for disturbance of registered archaeological sites (i.e., First Parliament Site, Lime Kiln Site) and/or archaeological resources not previously identified due to early works activities.
- Potential for recovery of unexpected archaeological resources (e.g., Indigenous artifacts) during early works.

Mitigation Measures:

- Complete additional archaeological assessments where required as early as possible and in advance of any ground disturbance.
- If archaeological materials are encountered (or suspected) during early works activities, all work will stop. The site will be protected from impact and additional assessment will be undertaken.
- The Mississaugas of the Credit First Nation and other Indigenous Nations will be invited to participate in archaeological fieldwork.

[← Return to Early Works: Corktown Station](#)

Submissions are closed.

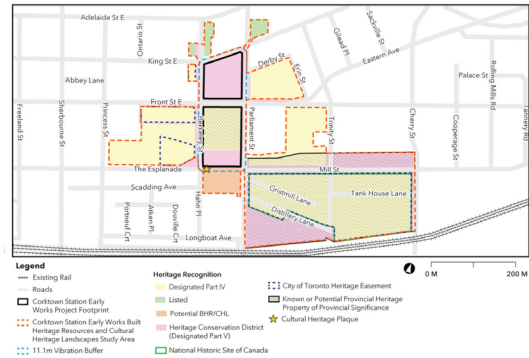
Submissions are closed.

Built Heritage Resources & Cultural Heritage Landscapes - Corktown Station

[← Return to Early Works: Corktown Station](#)

Key Findings

- The following 14 built heritage resources/cultural heritage landscapes (BHRs/CHLs) have been identified within the study area:
- o Distillery District National Historic Site and Heritage Conservation District (HCD), under study*;
 - o 265 and 271 Front Street East and 25 Berkeley Street (First Parliament Site);
 - o St. Lawrence Neighbourhood HCD, under appeal**;
 - o 2 Berkeley Street and 248, 250, 252, 254, 256, 258, 260, 262, and 264 The Esplanade;
 - o 26 Berkeley Street;
 - o 227 Front Street East (formerly 223 and 251 Front Street East);
 - o 54 Berkeley Street, 359, 361 King Street East;
 - o 302-306 King Street East;
 - o 53-79 Berkeley Street, 535 Adelaide Street East;
 - o 56 Berkeley Street, 298, 300 King Street East;
 - o 91-93 Parliament Street, 330-334 King Street East;
 - o 51-63 Parliament Street, 296 Front Street East;
 - o 18 Trinity Street; and
 - o Parliament Square Park (Ontario Heritage Trust plaque).
- The following BHRs/CHLs are considered known or potential Provincial Heritage Properties of Provincial Significance:
- o Distillery District National Historic Site, which includes 18 Trinity Street, and the First Parliament Site at 265 and 271 Front Street East and 25 Berkeley Street.
- The following BHRs/CHLs are considered to have direct adverse effects from Corktown Station early works:
- o St. Lawrence Neighbourhood HCD and the First Parliament Site at 265 and 271 Front Street East and 25 Berkeley Street.
- No direct or indirect effects are anticipated for the other BHRs/CHLs.
-
- Legend**
- Existing Rail
 - Roads
 - Corktown Station Early Works Project Footprint
 - Corktown Station Early Works Built Heritage Resources and Cultural Heritage Landscapes Study Area
 - 11.1m Vibration Buffer
 - Heritage Recognition
 - Designated Part IV
 - Listed
 - Potential BHR/CHL
 - Heritage Conservation District (Designated Part V)
 - National Historic Site of Canada
 - City of Toronto Heritage Easement
 - Known or Potential Provincial Heritage
 - Property of Provincial Significance
 - Cultural Heritage Plaque
- Corktown Station Early Works Cultural Heritage Study Area**



Corktown Station Early Works Cultural Heritage Study Area

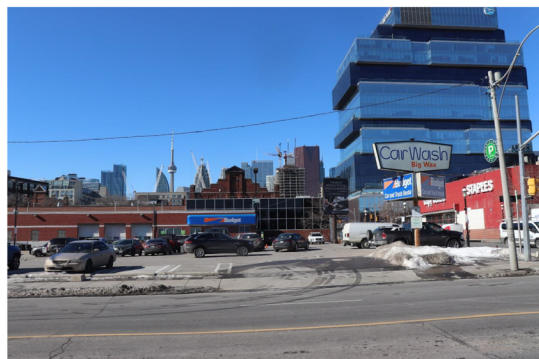
*HCD Study is complete but the HCD Plan is not yet available online and the HCD has not yet been designated Part V of the Ontario Heritage Act.

**Designated Part V of the Ontario Heritage Act by City Council, some policies are currently under appeal to the Local Planning Appeal Tribunal [LPAT].

Potential Effects & Mitigation Measures

Potential Effects:

- Demolition of the contemporary buildings within the First Parliament Site at 265 and 271 Front Street East and 25 Berkeley Street, designated under Parts IV and V of the Ontario Heritage Act, to enable environmental due diligence studies, including archaeological assessment.
- Demolition of non-contributing buildings (buildings within the District that do not contribute to its cultural heritage value) within the St. Lawrence Neighbourhood HCD, causing physical impact to the District.



First Parliament Site at 265 and 271 Front Street East and 25 Berkeley Street: Site of where Upper Canada's First and Second Parliament Buildings once stood, from 1797 until burned in the War of 1812, and again in 1824. The heritage attributes of the site include archaeological resources associated with the First and Second Parliament Buildings, the Home District Gaol located on the site from 1837-1840 and the Consumer's Gas Company who occupied the site from the late 19th century to the 1950's. Currently, the properties consist of an automobile dealership, a car wash, a vehicle rental agency and a municipal parking lot. Source: AECOM, 2021.

Mitigation Measures:

- For 265 and 271 Front Street East and 25 Berkeley Street, implement the following:
 - As planning progresses, consult with City of Toronto's Heritage Preservation Services regarding any physical impact to the property in order to determine and obtain any required approvals or permits.
 - As planning progresses, consult with Ontario Heritage Trust as current owners of part of the property and if required, obtain approval/consent.
 - Complete archaeological requirements where required, as early as possible and in advance of any ground disturbance.
- Metrolinx has sought consent of the Minister of Heritage, Sport, Tourism and Culture Industries for the First Parliament Site, and consent has been granted by the Minister. Metrolinx is committed to fulfilling all conditions outlined through the Minister of Heritage, Sport, Tourism and Culture Industries' Consent for First Parliament Site.
- For the St. Lawrence Neighbourhood HCD, consult with City of Toronto's Heritage Preservation Services as part of early works, prior to demolition of the buildings, regarding physical impact to the HCD in order to determine and obtain any approval or permits that may be required.

[← Return to Early Works: Corktown Station](#)



Submissions are closed.

Hydrology & Surface Water - Corktown Station

[← Return to Early Works: Corktown Station](#)

Key Findings

- As the Corktown Station early works project footprint is located outside of the Don River Floodplain, no floodplain related impacts are anticipated.
- Potential impacts to stormwater quality and quantity may occur and are anticipated to be minimized via implementation of appropriate mitigation measures such as minimizing the amount of exposed soil, protecting storm drain inlets and stabilizing exposed soil areas as soon as possible.

Potential Effects & Mitigation Measures

Potential Effects:

- Potential change in stormwater quality and quantity, including erosion of exposed soil and increased sediment loading, which may impact receiving waterbodies and/or municipal stormwater drainage systems, and increased surface water/stormwater runoff.



Floodplain within the Corktown Station Hydrology and Surface Water Study Area

Mitigation Measures:

- Develop the overall stormwater quality and quantity control strategy in accordance with all relevant municipal, provincial, and federal requirements.
- Develop a Stormwater Management Plan and an Erosion and Sediment Control Plan, as project planning progresses.
- Consider and implement the following stormwater management best practices as required:
 - Minimize amount of exposed soil;
 - Install sediment controls before grading/land alterations begin;
 - Sequence early works activities so that soil is not exposed for long periods of time;
 - Protect storm drain inlets to filter out debris; and
 - Stabilize all exposed soil areas as soon as possible.

[← Return to Early Works: Corktown Station](#)

Submissions are closed.



Submissions are closed.

Natural Environment - Corktown Station

[← Return to Early Works: Corktown Station](#)

Key Findings

- The study area does not feature any provincially or locally significant wetlands, watercourses, Areas of Natural and Scientific Interest, woodlands, valleylands, environmentally significant areas or municipal or conservation authority policy areas.
- Vegetation within the study area is limited to streetscapes (street trees, treed fence lines, parks or manicured lawns) and planted hedges (hedgerows).
- The study area provides limited wildlife habitat given its urbanized nature.
- Several buildings in the study area have been identified as candidate habitat for Common Nighthawk, a Species of Conservation Concern.
- The following Species at Risk may occur within the study area: Chimney Swift; Eastern Small-footed Myotis; Little Brown Myotis; Northern Long-eared Myotis; and Tri-colored Bat; however, the Corktown Station early works project footprint does not contain habitat for these Species at Risk.

Potential Effects & Mitigation Measures

Potential Effects:

- Potential removal of/damage to street trees and urban wildlife habitat, including migratory breeding birds.
- Disturbance or displacement of urban wildlife within the study area.

Mitigation Measures:

- Sensitive wildlife timing restrictions for early works activities (e.g., removal of vegetation outside of the breeding bird period).
- Prior to early works activities, a Common Nighthawk (Species of Conservation Concern) candidate nesting habitat survey and nest search for migratory breeding birds will be completed to confirm nesting habitat presence/absence on buildings within the project footprint and, if habitat is found to be present, appropriate mitigation measures will be implemented (e.g., conducting building demolition outside of the breeding bird period).
- Tree/vegetation removals will be kept to a minimum and limited to within the project footprint.
- Tree removal compensation will be provided in accordance with the Metrolinx Vegetation Guideline (2020).

[← Return to Early Works: Corktown Station](#)



North-east view of the Municipal Green P parking lot and trees within the Corktown Station early works project footprint.
Source: AECOM, 2021.

Submissions are closed.



Submissions are closed.

Noise and Vibration - Corktown Station

[← Return to Early Works: Corktown Station](#)

Key Findings

Construction Noise

- Noise sensitive receivers* are located within the study area.
- Without mitigation, there is potential for daytime and nighttime noise criteria exceedances at 302, 322, 361 and 393 King Street East, 2 Berkeley Street, 33 Hahn Place and 5 Mill Street.
- Construction noise will be minimized by implementing appropriate mitigation measures (see Potential Effects & Mitigation Measures).

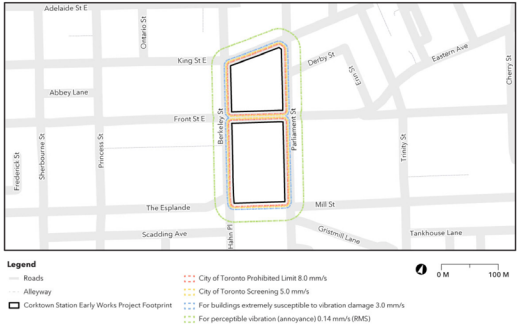
* A sensitive receiver is a location that is sensitive to noise, where noise is assessed. These locations include living and sleeping quarters of dwellings and sleeping quarters of noise sensitive institutional/ commercial land uses.



Noise Screening for the Corktown Station Early Works Project Footprint

Construction Vibration

- The impact assessment employed a conservative approach, where construction equipment was assumed to operate at the edge of the project footprint, closest to sensitive receivers.
- No heritage structures or other buildings are located within the vibration screening distance for building damage.
- Vibration may be perceptible at the following buildings near the Corktown Station early works project footprint: 300, 302, 310, 318-330, 361 and 393 King Street East, 2, 26, 53 and 54 Berkeley Street, 240 and 251 Front Street East, 5 Mill Street, and 45 and 51 Parliament Street.
- Vibration will be minimized by implementing appropriate mitigation measures (see Potential Effects & Mitigation Measures).



Vibration Screening for the Corktown Station Early Works Project Footprint

Potential Effects & Mitigations

Construction Noise

Potential Effects:

- Without mitigation, there is potential for daytime and nighttime noise criteria exceedances at representative receptors 302, 322, 361 and 393 King Street East, 2 Berkeley Street, 33 Hahn Place and 5 Mill Street.

Mitigation Measures:

- Use construction equipment compliant with noise level specifications in the Ministry of the Environment, Conservation and Parks' NPC-115 and NPC-118 guidelines.
- Keep equipment in good working order and operate with effective muffling devices.
- Acoustic equipment enclosures for equipment such as compressors and generators.
- Additional equipment silencers/mufflers.
- Use of upgraded construction hoarding (considering requirements from CSA Z107.9 for noise barriers) between construction equipment and noise sensitive receivers.
- Use of localized noise barriers for specific equipment and operations.
- Minimize simultaneous operation of equipment where possible.
- Implement a no idling policy on site (unless necessary for equipment operation).
- Restrict construction hours where possible:
 - Perform construction during daytime hours where possible. If nighttime construction is necessary, activities with the highest noise levels should be conducted during daytime periods where possible.
 - If construction will occur outside of normal daytime hours, inform local residents of type of construction and expected duration outside of daytime hours prior to commencing work.
 - Consider operational duration limits for construction.
- Limit the number of heavy trucks on site to the minimum required.
- Stage construction vehicles away from noise sensitive locations where possible.
- Coordinate with the Canadian Opera Company (at the Joey and Toby Tanenbaum Opera Centre at 227 Front Street East) and Canadian Stage (located on 26 Berkeley Street) to avoid disturbance during performances.
- Undertake noise monitoring throughout the construction phase. Where noise criteria are exceeded, additional noise mitigation measures shall be implemented.
- Develop a communications protocol for providing advance construction notices and addressing public complaints in a timely manner.

Construction Vibration

Potential Effects:

- Construction vibration may be perceptible at the following buildings near the Corktown Station early works project footprint: 300, 302, 310, 318-330, 361 and 191 King Street East, 2, 26, 53 and 54 Berkeley Street, 240 and 251 Front Street East, 5 Mill Street, and 45 and 51 Parliament Street.
- Exposure to vibration may result in public annoyance.

Mitigation Measures:

- Use equipment with low vibration emissions where possible.
- Conduct off-site construction of components away from sensitive areas.
- Restrict construction house where possible:
 - Perform construction during daytime hours where possible. If nighttime construction is necessary, the activities with the highest vibration levels should be conducted during daytime periods where possible.
- Update vibration assessment based upon refined site staging, equipment, construction areas, and building locations prior to the commencement of construction.
- Use alternative means of construction within 5.8 metres of typical structures so that the City of Toronto's prohibited vibration level limits are not exceeded.
- Use alternative means of construction within 11.1 metres of structures that are susceptible to vibration damage so that the vibration level limits for buildings susceptible to vibration damage are not exceeded where applicable.
- Review other applicable vibration limits that may apply, such as the City of Toronto Specification GN117SS.
- Conduct monitoring and pre-construction inspections in accordance with City of Toronto By-law 514-2008 as required. Monitoring and pre-construction requirements can be determined by calculation of zone of influence (ZOI)* of construction equipment.
- Maximize distance between equipment and sensitive receivers where possible.
- Provide smooth surfaces for trucks to travel.
- Develop a communication protocol for providing advance construction notices and addressing public complaints in a timely manner.

* The Zone of Influence refers to the area where vibration levels are predicted to exceed the City of Toronto Bylaw 514-2008 screening distance.

[← Return to Early Works: Corktown Station](#)

Submissions are closed.

Submissions are closed.

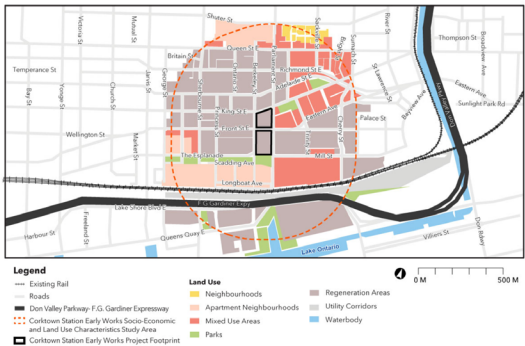
Socio-Economic & Land Use Characteristics - Corktown Station

[← Return to Early Works: Corktown Station](#)

Key Findings

- The project footprint, where early works activities will occur, is located within Regeneration Areas*.
- Adjacent land uses, as per the City of Toronto Official Plan, include mixed use areas, parks, apartment neighbourhoods, neighbourhoods, and utility corridors.
- The three notable public realm elements within the study area include St. Lawrence Market Neighbourhood, the Distillery District and the West Don Lands.
- According to the City of Toronto's Open Data Portal, there are 12 institutional spaces, 11 recreational spaces, parks or open spaces, and 14 community groups and resources within the study area.
- During the early works activities, there is potential for access disruptions, visual effects and nuisance effects (such as dust and construction noise). Potential effects will be temporary and will be minimized via appropriate mitigation measures (see Potential Effects & Mitigation Measures).

* Regeneration areas, according to the City of Toronto Official Plan, are primarily former manufacturing areas targeted for growth and development within Toronto and are encouraged to develop as mixed-use places.



Land Uses within the Corktown Station Socio-Economic and Land Use Characteristics Study Area

Potential Effects & Mitigation Measures

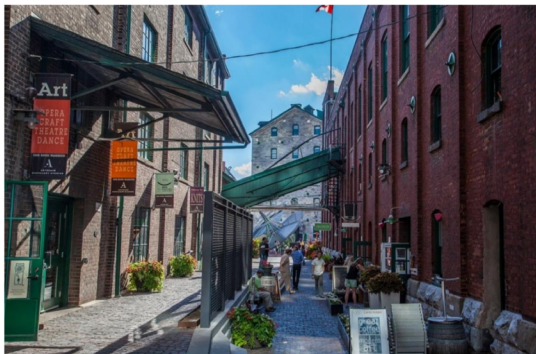
Potential Effects:

- Access disruption to adjacent lands to accommodate early works activities.
- Nuisance effects (i.e., dust, noise, and vibration) to adjacent lands from early works activities.
- Visual effects from early works activities.
- Permanent and temporary property acquisition (property requirements will be confirmed as project planning progresses).
- Light pollution effects.
- Temporary relocation or removal of streetscaping materials, furniture and landscaping in the public realm.

Mitigation Measures:

- Minimize property requirements associated with early works activities to the extent possible.
- Maintain access to businesses during working hours.
- Develop an Air Quality Management Plan to mitigate potential impacts of dust during early works activities (see Air Quality for further detail and more mitigation measures).
- Use equipment with low vibration emissions where possible, provide smooth surfaces for trucks to travel to reduce noise and restrict construction hours where possible to minimize activities that generate the highest noise and vibration levels overnight (see Noise & Vibration for further detail and more mitigation measures).
- Consider providing temporary landscaping and/or screened enclosures along the borders of the early works site, where space allows and necessary.
- Temporary lighting and wayfinding signage around early works sites.
- Clearly marked pedestrian and cyclist detours where required.

[← Return to Early Works: Corktown Station](#)



View of the Distillery District.

Source: The Distillery District, n.d. Available: <https://www.thedistillerydistrict.com/gallery/>

Submissions are closed.



Submissions are closed.

Soil & Groundwater - Corktown Station

[← Return to Early Works: Corktown Station](#)

Key Findings

- Glacial till deposits (i.e., sediments deposited below a glacier) are the main near surface soil type and are mostly made up of sand and silt.
- The study area is serviced by municipal water supply from Lake Ontario.
- Depending on groundwater conditions at the time of the early works, dewatering may be required to support early works activities.
- Without mitigation, there is potential for impacts to groundwater (e.g., contaminant releases) and soil (e.g., ground movement and settlement as a result of excavation/dewatering). The completion of hydrogeological and geotechnical investigations and a construction dewatering assessment during detailed design, completion of Groundwater and Soil Management Plans as planning progresses, and the implementation of appropriate mitigation measures during early works activities are anticipated to minimize potential impacts (see Potential Effects & Mitigation Measures).



Asphalt removal on a construction site, revealing groundwater.
Source: AECOM, 2016



Asphalt removal on a construction site.
Source: AECOM, 2016.

Potential Effects & Mitigation Measures

Potential Effects:

Groundwater

- Although no significant dewatering is anticipated to be required, construction dewatering may include impacts to private groundwater supply wells (if present) caused by a reduction in local groundwater levels.
- Potential release of minor contaminants and/or contaminated groundwater due to early works activities (e.g., excavation and dewatering).

Soil

- Displacement of soil as a result of early works activities may result in ground movement and settlement.
- Though no significant dewatering is anticipated to be required, soil settlement and impacts on surface and/ or subsurface structures within the Zone of Influence (ZOI)* due to dewatering activities.
- Early works activities (e.g., excavation) could expose contaminated materials and/or result in the spreading of contaminated materials.

* The Zone of Influence refers to the area where groundwater levels will be lowered due to dewatering.

Mitigation Measures:

Groundwater

- As project planning progresses, if dewatering is required for early works activities, determine water taking quantities, groundwater quality, resultant dewatering ZOI* and dewatering impact assessment through a site-specific Hydrogeological Investigation, Construction Dewatering Assessment and Groundwater Management Plan.
- Complete monitoring activities such as groundwater and dewatering effluent sample collection and measurement of groundwater parameters (e.g., pH). If dewatering is required, conduct regular groundwater quality testing of discharge water as required.
- Develop a Spill Prevention and Response Plan which outlines the steps required to prevent and contain any contaminant releases and/or to avoid impacts to groundwater/surface water and includes a requirement for a spill kit to be maintained on-site at all times, as planning progresses.

Soil

- Complete detailed soil investigations, including soil settlement analysis, as planning progresses.
- Conduct pre-construction inspections of structures within the dewatering/construction ZOI* and develop a ground settlement monitoring program as required in advance of the early works.
- Stabilize and prevent migration of soil off-site due to wind/water action.
- Develop remedial action plans and risk assessment and mitigation plans for encountering contamination, as necessary.
- Develop a Soil and Excavated Materials Management Plan for the handling, management and disposal of all excavated material (i.e., soil and waste).

[← Return to Early Works: Corktown Station](#)

Submissions are closed.

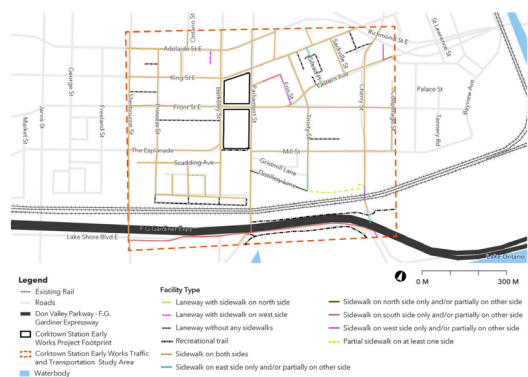
Submissions are closed.

Traffic & Transportation - Corktown Station

← [Return to Early Works: Corktown Station](#)

Key Findings

- The study area road network includes five north-south roads (Sherbourne Street, Berkeley Street, Parliament Street, Trinity Street and Cherry Street), six east-west roads (Lake Shore Boulevard East, The Esplanade, Mill Street, Front Street, Eastern Avenue and King Street East) and one eastbound one-way road (Adelaide Street).
- The active transportation network includes sidewalks along both sides of most streets in the study area and a recreational trail between the eastern terminus of The Esplanade and the western terminus of Mill Street. There are cycle tracks along Adelaide Street providing eastbound movement and along Sherbourne Street providing north and southbound movements. Cherry Street has bike lanes providing north and southbound movements.
- TTC operates the following 12 surface transit routes in the study area: nine bus routes (#65 – Parliament, #72 – Pape, #75 – Sherbourne, #121 – Fort York-Esplanade, #142 – Downtown/Avenue Road Express, #143 – Downtown/Beach Express, #144 – Downtown/Don Valley Express, #145 – Downtown/Humber Bay Express and #365 – Parliament Blue Night) and three streetcar routes (#304 – King Blue Night, #503 – Kingston Road and #504 – King).
- No disruptions to existing surface transit routes (i.e., existing bus and streetcar routes) are anticipated.
- As the detailed construction staging schemes that describe potential modifications to the existing transportation network become available, a comprehensive quantitative traffic impact assessment will be completed as required.



Existing Pedestrian Network within the Corktown Station Early Works Traffic and Transportation Study Area.
Source: AECOM, 2021.

Potential Effects & Mitigation Measures

Potential Effects:

- Temporary increase in traffic delays, especially at intersections, due to construction vehicle traffic.
- Increase in pedestrians' and cyclists' exposure to traffic due to traffic congestion along Front Street and other adjacent roads, as a result of the increase in construction vehicle traffic.
- Temporary impacts to the transportation network and its road users due to potential overlapping construction timelines with other nearby planned projects (e.g., local developments).
- Closure of Green P municipal parking lot located within the Corktown Station early works project footprint.

Mitigation Measures:

- Develop and implement a Transit and Traffic Management Plan(s) as planning progresses. Consult with the City of Toronto and local school boards to include safety precautions for nearby schools in the Management Plan(s).
- Consult and coordinate with the City of Toronto and Toronto Parking Authority during early works planning, including consideration of public parking, route detours and road closures to maintain the mobility of road users (i.e., drivers, cyclists and pedestrians).
- Ensure all safety protocols are followed as construction vehicles enter and exit the Corktown Station early works project footprint.

← [Return to Early Works: Corktown Station](#)

What are your thoughts on the Traffic & Transportation study key findings and identified potential impacts and mitigation measures? *

Submissions are closed.



View of the Green P parking lot within the Corktown Station early works project footprint from the intersection of Parliament Street and Front Street.
Source: AECOM, 2021.

The Ontario Line - Live Q&A with the Ontario Line Project Team

Live virtual question and answer sessions are designed to give neighbours direct access to the project team. Neighbours are able to submit and vote for questions. The project team aims to answer as many questions at each session as possible.

We've divided stations into [four segments](#) to focus our engagement with you.

Below you'll find upcoming and past events specific to each neighbourhood segment.
Note: Some event dates are not yet finalized, but pre-registration is open for all.

West Segment

Exhibition, King/Bathurst, Queen/Spadina

Current Events

Past Events

The most recent West segment live event was held on June 10, 2021. See "Past Events" for more details.

Downtown Segment

Osgoode, Queen, Moss Park, Corktown

Current Events

Past Events

The most recent Downtown segment live event was held on June 17, 2021. See "Past Events" for more details.

East Segment

East Harbour, Leslieville/Riverside, Gerrard

Current Events

Past Events



The Ontario Line LIVE - East Segment

Register for the East segment virtual live meeting happening on **June 24, 2021** at 6:30 PM and submit questions for the Q&A now.

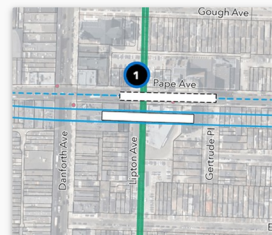
Register

North Segment

Pape, Cosburn, Thorncliffe Park, Flemingdon Park, Science Centre

Current Events

Past Events



Ontario Line LIVE - North Segment

Register for the Pape, Cosburn, Don Valley Crossing, Thorncliffe Park, Flemingdon Park, Science Centre virtual live meeting happening on **June 30, 2021** at 6:30 PM and submit your questions for the Q&A now.

Register

Lower Don Bridge and Don Yard

Review the Draft Lower Don Bridge and Don Yard Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures and provide your feedback until **July 22, 2021**.

Learn more

Live Meetings

Watch recordings of past virtual live meetings, download the materials and read the Q&As now.

Learn more

Book a Meeting with Community Relations

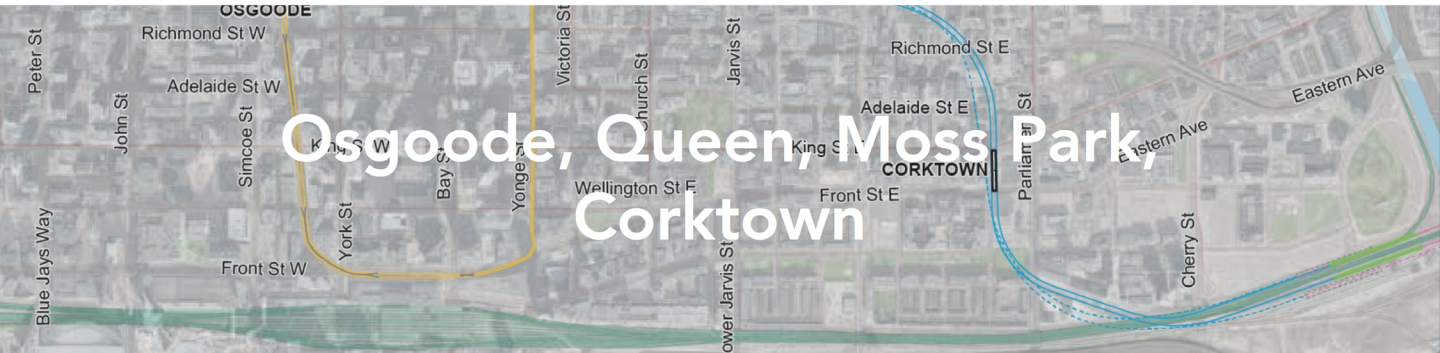
General question or need help finding information? Schedule a meeting with the Community Relations team now!

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The Ontario Line LIVE - Osgoode, Queen, Moss Park, Corktown – June 17, 2021

Archive - June 17, 2021

On June 17, 2021, Metrolinx hosted a presentation and live Q&A focused on **Osgoode, Queen, Moss Park and Corktown stations with over 80 people in attendance**. During the virtual open house, we answered top-voted questions submitted by registrants, as well as live questions from participants using a Zoom call-in option. Participants asked a variety of questions related to the station entrance locations, construction approach, heritage conservation, and more. We'll be posting answers to questions from the event on this page soon.

For those who weren't able to join us, you'll find the video recording below. We're looking forward to holding many more meetings in the future.

Lower Don Bridge and Don Yard

Review the Draft Lower Don Bridge and Don Yard Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures and provide your feedback until **July 22, 2021**.

[Learn more](#)

Live Meetings

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[Learn more](#)

Book a Meeting with Community Relations

General question or need help finding information? Schedule a meeting with the Community Relations team now!

[Book](#)

Call-In With Your Question

As we continue to evolve the virtual engagement format, we are adding a [call-in option for tonight's event](#). To ask your question by voice, join the Zoom meeting here. We aim to keep each question and subsequent answer to 3 minutes allowing for as many call-in questions as possible.

[Join Zoom](#)

NOTE: please ensure you have the latest version of Zoom installed.

Agenda

6:30: Meeting Begins/ Opening Remarks

6:35: Ontario Line Project Update

7:00: Questions and Answers

8:00: Wrap up & Closing Remarks

Presentation Materials

[The Ontario Line: Osgoode, Queen, Moss Park, Corktown - Presentation PDF](#) →

Meet the Speakers



**Richard
Tucker**

Ontario Line Project
Director



**Malcolm
MacKay**

Ontario Line Project
Sponsor



**Carrie
Sheaffer**

Senior Manager,
Environmental
Programs and
Assessment



Quang Pham

Manager, Property
Team



**Renee
Afoom-
Boateng**

Senior Manager,
Third Party Adjacent
Works

Format & Accessibility

Questions will be answered based on popularity (total votes). We aim to answer all questions.

Please review and note that conduct inconsistent with our [policies](#) will result in removal.

To enable closed captioning, toggle captions "on" in the YouTube video player settings.

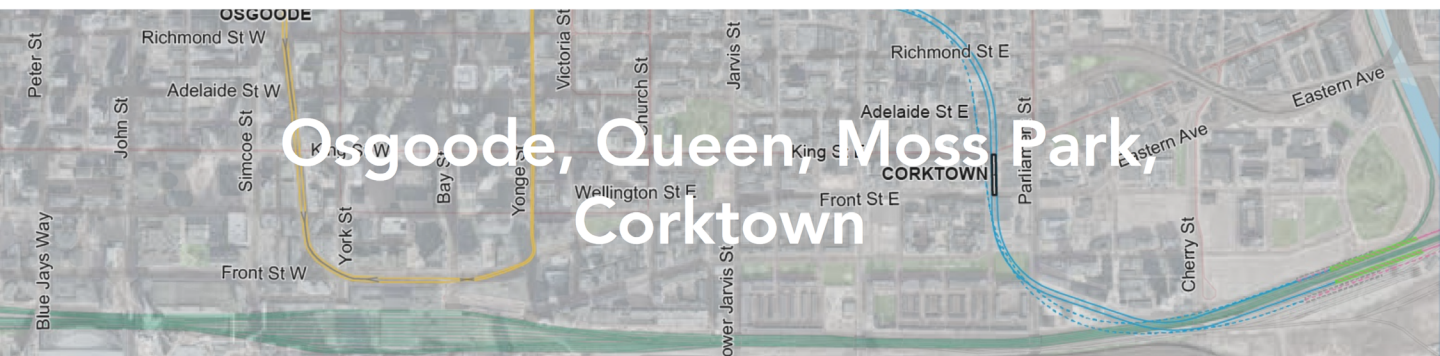
Need Help?

[Video streaming issues](#) →

[Question submission issues](#) →



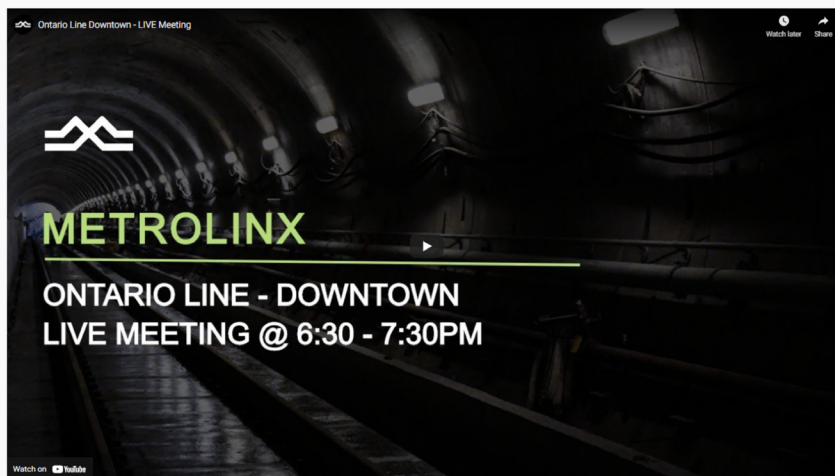
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The Ontario Line LIVE - Osgoode, Queen, Moss Park, Corktown – April 26, 2021

On April 26, 2021, Metrolinx hosted a presentation and live Q&A focused on Osgoode, Queen, Moss Park and Corktown with over 140 people in attendance. During the virtual open house, we answered top-voted questions submitted by registrants, as well as live questions from participants using a call-in option. The call-in option was added for this meeting based on community feedback and will be used for future virtual engagements. Participants asked a variety of questions related to the station plans, and potential impacts to the community such as transit and traffic diversions, noise, vibration, business impact, and access to community spaces and facilities. We'll be adding information addressing more questions from the event on our [FAQ page](#) soon.

For those who weren't able to join us, you'll find the video recording below. We're looking forward to holding many more meetings in the future.



Lower Don Bridge and Don Yard

Review the Draft Lower Don Bridge and Don Yard Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures and provide your feedback until **July 22, 2021**.

[Learn more](#)

Live Meetings

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[Learn more](#)

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[Book](#)

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[Join Zoom](#)

NOTE: please ensure you have the latest version of Zoom installed.


Agenda

- 6:30:** Meeting Begins/ Opening Remarks
- 6:35:** Ontario Line Project Update
- 6:45:** Questions and Answers
- 7:25:** Wrap up & Closing Remarks


Presentation Materials

The Ontario Line: Osgoode, Queen, Moss Park, Corktown - Presentation PDF

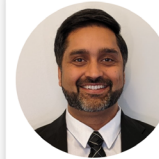
Meet the Speakers




Richard Tucker
Ontario Line Project Director



Malcolm MacKay
Ontario Line Project Sponsor



Ranjit Multani
Manager, Property Team



Carrie Sheaffer
Senior Manager, Environmental Programs and Assessment

Other Attendees

- Joseph Thornley, Moderator, 76engage

Format & Accessibility

Questions will be answered based on popularity (total votes). We aim to answer all questions.

Please review and note that conduct inconsistent with our [policies](#) will result in removal.

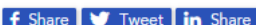
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Need Help?

- Video streaming issues
- Question submission issues



Ontario Line - Ask a Question #3



Submit your question below. We'll post an answer to your question as soon as possible. Be sure to vote for your favourite questions.

NOTE: Conduct inconsistent with our [policies](#) will result in the removal of your submission.

Sort questions: [Date](#) [Popularity](#) [Add new comment](#) | [Log in or register](#) to tell us your ideas | [Français](#)

Your name

Topic *

Your question

Post

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[Learn more](#)

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General question or need help finding information? Schedule a meeting with the Community Relations team now!

[Book](#)



The Ontario Line - Contact Us

We appreciate the time you have taken to learn more about the Ontario Line project and we value your feedback.

When public gatherings are safer, we look forward to meeting you in-person, including at our future community offices in Riverside and Thorncliffe Park. Until then, there are a few other ways you can stay in touch:

Environmental assessment feedback

The [environmental assessment process](#) for the Ontario Line involves an Environmental Conditions Report (completed in fall 2020), a series of Early Works Reports (in process), and an Environmental Impact Assessment Report (expected in early 2022).

[Provide your feedback](#) on the Draft Early Works Report for the Lower Don Bridge and Don Yard until July 22, 2021.

E-newsletter

Get project updates and learn about future virtual open houses by signing up for our [e-newsletter](#).

"Ask-a-Question" public forum

Submit your question anonymously in our [public forum](#).

Email or phone

Email us using the form below or call us at 416-202-5100.

Your name *

Your e-mail address *

Nearest Ontario Line Station (Optional)

- None - ▾

Subject *

Message *

Send message

Lower Don Bridge and Don Yard

Review the Draft Lower Don Bridge and Don Yard Early Works Report which outlines local environmental conditions, potential impacts and proposed mitigation measures and provide your feedback until **July 22, 2021**.

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