

Appendix B3

Consultation and Correspondence Record

Notice of Publication of the Draft Exhibition Station Early Works Report

Public Mailout



Notice of Publication of Draft Exhibition Station Early Works Report Ontario Line Project

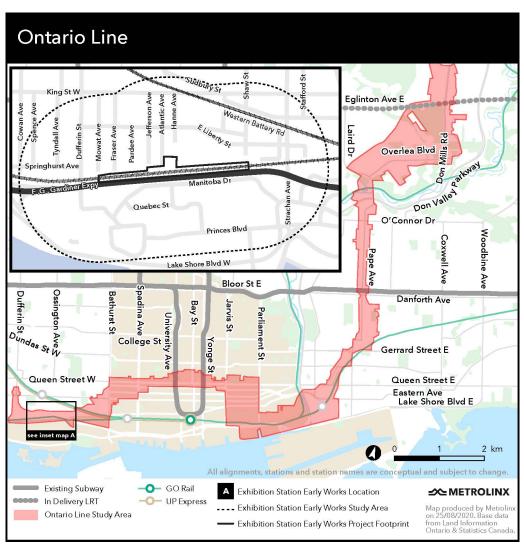
The Project

The Ontario Line will bring nearly 16 kilometres of new subway service to Toronto to make it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable commutes.

Exhibition Station Early Works

Early works are planned at **Exhibition Station** where the Ontario Line will run alongside GO train operations. These early works will set the groundwork for other major construction on the Ontario Line project. Exhibition Station early works include an extension to the existing passenger tunnel, a temporary pedestrian bridge, a new north platform, minor GO track shift towards the northern limit of the existing rail corridor, and utility relocations.

Environmental impacts of the early works are being assessed in accordance with Ontario Regulation 341/20:



Ontario Line Project (O. Reg. 341/20), under the *Environmental Assessment Act.* In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared a Draft Exhibition Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Exhibition Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures and a consultation record.

The Draft Early Works Report Review and Consultation Process

Effective **November 30, 2020**, the Draft EWR will be available for review on the project webpage (www.metrolinx.com/ontarioline).

As we temporarily shift to virtual open houses, please join us online from **November 30, 2020** to **January 5, 2021** to find out more about and provide your feedback on the Draft EWR via the webpage form.

Those who wish to provide comments on the Draft EWR must do so by **January 5, 2021** and submit them using the webpage form or address them to the following email: *ontarioline@metrolinx.com*.

Section 10 of O. Reg. 341/20 requires Metrolinx to establish an issues resolution process to attempt to resolve any concerns raised by the public or Indigenous communities during the review period. At the end of the review period, Metrolinx will update the Draft EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final EWR on the project webpage: www.metrolinx.com/ontarioline and issue a Notice of Final EWR.

To obtain a copy of the Draft EWR, please contact the project email listed above.

Josh Vandezande (T: 416-202-5100, E: ontarioline@metrolinx.com) may be contacted on behalf of Metrolinx.

Metrolinx 130 Adelaide Street West Toronto, Ontario M5H 3P5

All personal information included in a submission – such as name, address, telephone number and property location – is collected, maintained and disclosed by Metrolinx for the purpose of transparency and consultation. The information is collected under the authority of O. Reg. 341/20 under the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact ontarioline@metrolinx.com or 416-874-5900.

This Notice was first published on November 30, 2020.

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com

Draft Exhibition Station Early Works Report Newspaper Advertisements

- Le Métropolitain
- Sol Portugues
- Toronto L'Express
- Toronto Star

Draft Exhibition Station Early Works Report Newspaper Advertisement

• Le Métropolitain

Avis de publication du rapport définitif sur les conditions environnementales et de l'ébauche de rapport sur les travaux préliminaires à la gare Exhibition

Projet de la ligne Ontario

Le projet

La ligne Ontario donnera près de 16 kilomètres de nouvelles voies de métro à Toronto pour accélérer et faciliter les déplacements quotidiens des gens. La ligne s'étendra du Centre des sciences de l'Ontario (au nord-est) jusqu'à la Place de l'Ontario/gare Exhibition (au sud-ouest). La ligne Ontario devrait comprendre 15 nouvelles stations, y compris 6 stations de correspondance et de nouvelles correspondances avec les trois lignes ferroviaires GO, deux lignes de métro existantes, le nouveau TLR Eglinton Crosstown et des lignes de tramway à 10 de ses stations Le projet comprendra des tunnels, des passages en surface ainsi que des passages surélevés et sera complètement séparé de la circulation automobile afin d'offrir des déplacements rapides et fiables.

Évaluation environnementale

On s'affaire à évaluer les impacts environnementaux du projet de la ligne Ontario conformément au Règlement de l'Ontario (Règl. de l'Ont.) 341/20 : Projet de la ligne Ontario, entré en vigueur le 30 juin 2020 en vertu de la Loi sur les évaluations environnementales.

Rapport définitif sur les conditions environnementales

Comme décrit dans l'article 4 du Règl. de l'Ont. 341/20, Metrolinx a préparé un rapport préliminaire des conditions environnementales qui pouvait être consulté par le public du 17 septembre au 17 octobre 2020.

Le rapport préliminaire des conditions environnementales décrivait les conditions environnementales existantes au sein de la zone d'étude de la ligne Ontario. Ce rapport présentait également une description préliminaire des possibles répercussions que le projet pourrait avoir sur les activités d'atténuation et de surveillance environnementales potentielles ainsi qu'une description des études qui pourraient être réalisées dans le cadre du rapport sur les travaux préliminaires ou du rapport d'étude d'impact sur l'environnement. Les commentaires que les membres du public ont soumis pour le rapport préliminaire des conditions environnementales pendant la période de commentaires ont été consignés et intégrés au rapport définitif des conditions environnementales.

Conformément à l'article 7 du Règlement de l'Ontario 341/20, Metrolinx a mis à jour le rapport préliminaire des conditions environnementales et publié le rapport définitif des conditions environnementales. Le 30 novembre 2020, le rapport définitif des conditions environnementales se trouvera sur la page Web du projet (www.metrolinx.com/ligneontario).

Pour obtenir une copie du rapport définitif des conditions environnementales, veuillez écrire à l'adresse courriel indiquée ci-dessous.

Ébauche du rapport sur les travaux préliminaires

Des travaux préliminaires auront lieu à la gare Exhibition, où la ligne Ontario rejoint le service ferroviaire GO. Ces travaux préliminaires permettront de préparer le terrain pour d'autres travaux de construction importants dans le cadre du projet de la ligne Ontario.

Les travaux préliminaires qui auront lieu à la gare Exhibition permettront de prolonger le tunnel pour passagers existant, d'ajouter un pont piétonnier temporaire, d'ajouter un nouveau quai au nord, de modifier légèrement la voie GO vers la limite nord du corridor ferroviaire existant et de déplacer les services publics.

On s'affaire à évaluer les impacts environnementaux des travaux préliminaires conformément au Règlement de l'Ontario 341/20 : Projet de la ligne Ontario (Règl. de l'Ont. 341/20) en vertu de la Loi sur les évaluations environnementales. Conformément à l'article 8 du Règl. de l'Ont. 341/20, Metrolinx a préparé une ébauche de rapport sur les travaux préliminaires à la gare Exhibition qui peut maintenant être consultée par le public.

L'ébauche de rapport sur les travaux préliminaires contient l'évaluation des travaux préliminaires à la gare Exhibition. Le rapport définit l'objectif des travaux préliminaires et décrit les conditions de l'environnement local, les répercussions potentielles ainsi que les mesures d'atténuation proposées et contient un journal des consultations.

À compter du **30 novembre 2020**, l'ébauche de rapport sur les travaux préliminaires se trouvera sur la page Web du projet (<u>www.metrolinx.com/ligneontario</u>).

Participez à nos journées portes ouvertes virtuelles temporaires, du 30 novembre 2020 au 5 janvier 2021, pour en apprendre davantage sur l'ébauche du rapport sur les travaux préliminaires et nous donner votre avis à son sujet au moyen du formulaire se trouvant sur la page Web.

Les personnes qui souhaitent envoyer des commentaires sur l'ébauche du rapport sur les travaux préliminaires doivent le faire d'ici le 5 janvier 2021 et les transmettre au moyen du formulaire se trouvant sur la page Web ou par courriel à l'adresse ontarioline@metrolinx.com.

Le chapitre 10 du Règlement 341/20 de l'Ontario exige que Metrolinx établisse un processus de résolution des problèmes afin de tenter de résoudre toute préoccupation soulevée par le public ou les communautés autochtones au cours de la période d'examen. À la fin de cette période, Metrolinx mettra à jour l'ébauche du rapport sur les travaux préliminaires en y ajoutant une description du processus de résolution des problèmes, les mesures prises par Metrolinx pour répondre aux préoccupations, et l'incidence du traitement des préoccupations sur le calendrier de mise en oeuvre des travaux préliminaires, le cas échéant. Metrolinx publiera le rapport définitif sur les travaux préliminaires sur la page Web du projet (www.metrolinx.com/ligneontario) et émettra un avis de publication à cet effet.

Copies des rapports

Pour obtenir une copie du rapport définitif des conditions environnementales ou de l'ébauche du rapport sur les travaux préliminaires, veuillez écrire à l'adresse courriel indiquée ci-dessous.

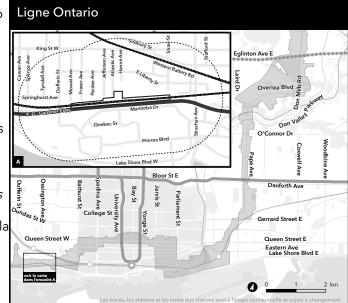
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Date de la première publication : le 30 novembre 2020. Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.

Tous les renseignements personnels que renferment les commentaires (nom, adresse, numéro de téléphone,



Natalia Kusendova, nouvelle adjointe parlementaire de la ministre des Affaires francophones

La députée provinciale Natalia Kusendova, qui représente la circonscription de Mississauga-Centre, a été promue au poste d'adjointe parlementaire de la ministre des Affaires francophones, Caroline Mulroney.

Cette nomination intervient après plus de deux ans de solides relations de travail entre la Mme Kusendova et la communauté franco-ontarienne. Particulièrement tout au long de la pandémie COVID-19, la députée a entretenu d'excellentes relations avec des groupes francophones locaux tel le Centre francophone du Grand Toronto, garantissant que les besoins et les préoccupations particuliers des francophones de la région aient été reconnus dans la réponse du gouvernement à la pandémie.

De plus, cette nomination intervient à point nommé après que le projet de loi d'initiative parlementaire 182 de la députée Kusendova, la Loi modifiant l'emblème franco-ontarien, a reçu la sanction royale et a été promulguée, faisant ainsi du drapeau franco-ontarien un symbole provincial officiel.

La solide histoire de la députée Kusendova en matière de défense des causes francophones constituera une bonne pierre angulaire de son mandat de nouvelle adjointe parlementaire de la ministre des Affaires francophones.

« Je suis plus que ravie d'avoir assumé ce rôle d'adjointe parlementaire de la ministre des Affaires francophones », a déclaré la députée Kusendova. Pouvoir tirer parti des liens que j'ai noués dans la communauté franco-ontarienne au cours des deux dernières années au service de mes électeurs fera, je pense, une différence dans la façon dont notre gouvernement établit des liens avec sa grande communauté francophone. J'ai hâte de travailler avec la ministre Mulroney et son personnel dans les années à venir, et de faire ma part pour que notre gouvernement soit vraiment pour la population », a déclaré la députée Kusendova.

⇒ METROLINX

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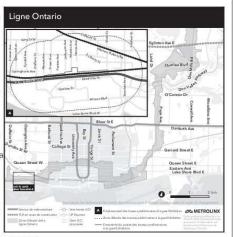
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Metrolinx

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Date de la première publication : **le 30 novembre 2020**.
Pour plus d'information, veuillez contacter le <u>ontarioline@metrolinx.com</u>.



Draft Exhibition Station Early Works Report Newspaper Advertisement

Sol Portugues



Aviso de Publicação de Relatório Final de Condições Ambientais e Relatório Preliminar de Obras Iniciais na Exhibition Station

Projeto da Linha de Ontário

O Projeto

A Linha de Ontário disponibilizará cerca de 16 quilómetros do novo serviço de metro a Toronto para que as pessoas possam deslocar-se diariamente para onde precisam de forma mais fácil e rápida. A linha irá abranger a cidade desde o Ontario Science Centre, a nordeste, até Exhibition/Ontario Place a sudoeste. Para a Linha de Ontário está planeada a inclusão de 15 estações, incluindo seis estações de transferência e três novas ligações às linhas de comboios da GO, duas linhas existentes de metro, a nova Linha de Comboios Ligeiros Eglinton Crosstown (Eglinton Crosstown LRT) e linhas de elétrico em dez das suas estações. O projeto apresentará uma combinação de segmentos em túnel, à superfície e elevados, e estará completamente separada do trânsito para oferecer deslocações rápidas e fiáveis.

Avaliação Ambiental

Os impactos ambientais do Projeto da Linha de Ontário estão a ser avaliados de acordo com o Regulamento de Ontário (Ontario Regulation, O. Reg.) 341/20: Projeto da Linha de Ontário, em vigor desde 30 de junho de 2020, de acordo com a Lei de Avaliação Ambiental (Environmental Assessment Act).

Relatório Final de Condições Ambientais

Conforme descrito na Secção 4 do O. Reg. 341/20, a Metrolinx preparou um Relatório Preliminar de Condições Ambientais (Draft Environmental Conditions Report, ECR) que foi disponibilizado publicamente entre o dia 17 de setembro e 17 de outubro de 2020. O ECR Preliminar caracterizava as condições ambientais existentes na área de estudo da Linha de Ontário. O relatório também fornecia uma descrição preliminar dos potenciais impactos do projeto no meio ambiente, possíveis atividades de mitigação e monitorização, e uma descrição de estudos futuros que poderiam ser efetuados como parte integrante do(s) Relatório(s) de Obras Iniciais e/ou do Relatório de Avaliação de Impacto Ambiental. Foram registados comentários públicos recebidos durante

De acordo com a Secção 7 do O. Reg. 341/20, a Metrolinx atualizou o ECR Preliminar e publicou o ECR Final. O ECR Final, em vigor desde o dia 30 de novembro de 2020, será disponibilizado no site do projeto (www.metrolinx.com/ontarioline). Para obter uma cópia do ECR Final, entre em contacto através do e-mail do projeto mencionado abaixo.

Relatório Preliminar de Obras Iniciais

Estão planeadas obras iniciais na Exhibition Station no local onde a Linha de Ontário funcionará juntamente com as operações ferroviárias da GO. Estas obras iniciais estabelecerão a base para outras obras de construção importantes para o projeto da Linha de Ontário.

o período de comentários para o ECR Preliminar e incorporados no ECR Final.

As obras iniciais na Exhibition Station incluem uma extensão do túnel de passageiros existente, uma ponte temporária para peões, uma nova plataforma norte, uma pequena alteração da linha da GO em direção ao limite norte do corredor ferroviário existente e deslocalização de serviços.

Os impactos ambientais das obras iniciais estão a ser avaliados de acordo com o O. Reg. 341/20: Projeto da Linha de Ontário (O. Reg. 341/20), de acordo com a *Lei de Avaliação* Ambiental. Conforme descrito na Secção 8 do O. Reg. 341/20, a Metrolinx preparou um Relatório Preliminar de Obras Iniciais da Exhibition Station (Draft Exhibition Station Early Works Report, EWR) que já se encontra disponível publicamente.

O EWR Preliminar documenta a avaliação das obras iniciais efetuadas na Exhibition Station. O relatório delineia a finalidade das obras iniciais, uma descrição das condições ambientais locais, potenciais impactos e medidas de mitigação propostas, bem como um registo de consultoria.

O EWR Preliminar, em vigor no dia **30 de novembro** de 2020, será disponibilizado para análise no site do projeto (<u>www.metrolinx.com/ontarioline</u>).

Uma vez que estamos a utilizar temporariamente sessões virtuais de «open house» (virtual open

houses), junte-se a nós online entre 30 de novembro de 2020 e 5 de janeiro de 2021 para ficar a saber mais acerca do EWR Preliminar e contribuir com o seu feedback através do formulário no site.

Quem desejar contribuir com comentários acerca do EWR Preliminar deverá enviá-los até 5 de janeiro de 2021 através do formulário no site ou remetendo-os para o seguinte e-mail: <u>ontarioline@metrolinx.com</u>.

A Secção 10 do O. Reg. 341/20 exige que a Metrolinx estabeleça um processo de resolução de problemas para procurar resolver quaisquer preocupações apresentadas pelo público ou comunidades autóctones durante o período de avaliação. No final do período de avaliação, a Metrolinx atualizará o EWR Preliminar com a adição de uma descrição do processo de resolução dos problemas, daquilo que foi feito pela Metrolinx para responder a quaisquer preocupações, e se o prazo de implementação das obras iniciais será afetado em consequência da resposta às preocupações. A Metrolinx publicará então o EWR Final no site do Projeto, www.metrolinx.com/ontarioline, e emitirá um Aviso sobre o EWR Final.

Cópias dos Relatórios

Para obter uma cópia do ECR Final ou do EWR Preliminar, entre em contacto através do e-mail do projeto mencionado abaixo.

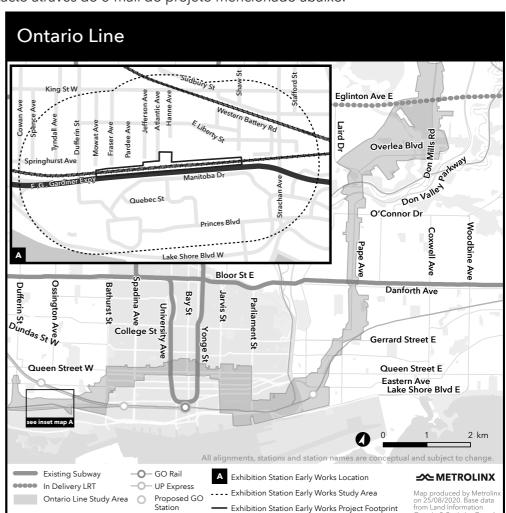
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Metrolinx 130 Adelaide Street West Toronto, Ontário M5H 3P5 Canadá

Todos os dados pessoais enviados - tais como nome, endereco, número de telefone e localização da propriedade serão recolhidos, conservados e divulgados pela Metrolinx para finalidades de transparência e de consulta. Os dados serão recolhidos ao abrigo do O. Reg. 341/20 de acordo com a Lei de Avaliação Ambiental ou serão recolhidos e conservados com a finalidade de criação de um registo disponibilizado ao público em geral, conforme descrito na secção 37 da Lei de Liberdade de Informação e Proteção da Privacidade (Freedom of Information and Protection of Privacy Act). As informações pessoais que enviar serão integradas num registo público que será disponibilizado ao público em geral, a não ser que solicite a confidencialidade de suas informações pessoais. Para obter mais informações, entre em contacto através do e-mail ontarioline@metrolinx.com ou ligue para 416-874-5900.

Este Aviso foi publicado pela primeira vez no dia 30 de novembro de 2020.

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Exhibition Station Early Works Project Footpring

PORTUGAL EM FOCO

Porto tinha em 2019 índice de envelhecimento de 219% - relatório

relatório por cada jovem, cerca de face ao ano anterior. 2,2 idosos, número que coloca o município com um índice de envelhecimento de 219%.

O documento apresentado na reunião do executivo indica que, apesar da população residente ter aumentado 0,6% em 2019, totalizando a 31 de Dezembro 216 606 habitantes, cerca de 49,7% tinha mais de 50 anos e apenas 26,6% apresentava até 30 anos.

A faixa etária entre os 30 e os 50 anos representava 23,7% da população da cidade, sendo que aumentou 2% face a 2018.

Segundo o relatório, a população do município apresenta um índice de envelhecimento de 219%, ou seja, "para cada jovem existem cerca de 2,2 idosos".

Este índice atingiu o valor mais alto dos últimos três anos em 2019, com um índice total de dependência de 70,6% (+1,4% do que o índice de 2018), traduzindo-se "em 22 jovens e 49 idosos para cada 100 pessoas em idade activa".

O documento, que versa sobre o desempenho económico, social, ambiental e cultural, incidiu, de uma forma integrada, sobre as actividades desenvolvidas pelo município durante o ano de 2019, sendo feita uma análise comparativa com anos anteriores.

De acordo com o relatório, o Porto é o terceiro município português com mais emprego, depois de Lisboa e Oeiras, tendo representado 4,0% do emprego total em Portugal em 2018.

Analisando os sectores de actividade, por empresas e trabalhadores, verifica-se que os sectores mais relevantes para o município são o comércio e retalho, o alojamento, a restauração, as actividades administrativas e de serviços de apoio, e as actividades de consultoria, científicas e

No que se refere ao número de habitantes registados nos centros de emprego do município, em 2019, verificou-se um valor de aproximadamente 9,8 mil inscritos (menos 13,0% do que em 2018).

No ano passado, o município do Porto gerou 239.676,762 euros, o que representa um aumento de 5% face ao ano anterior, tendo concedido apoios no total de cerca de 10 milhões de euros.

No que refere a fontes de financiamento, em 2019, as candidaturas em execução das demais linhas de financiamento foram 53, que correspondem a uma comparticipação externa de 54. 989, 874 euros.

A InvestPorto, serviço do

de município dedicado ao apoio sustentabilidade da Câma- a empresas e investidores no dinamização da cultura, em exposições, performances e nicípio manteve, em 2019, a em 2020 e, tendo sido selecra do Porto, conhecido se- domínio da atracção de ingunda-feira, revela que em vestimento, apoiou 285 pro-2019 existiam no concelho, jectos, um aumento de 37,0% lizado mais de 10 mil even- sidentes como de turistas.

tos, desde concertos, espec-

O investimento na táculos de teatro e dança, tégia para o ambiente, o mu- nião do Fórum do Ambiente 2019, foi de cerca de 6,2 mi- conferências, perante uma Presidência do Fórum Ambi- cionado, iniciou a organizalhões de euros, tendo-se reaprocura crescente tanto de re- ente do Eurocities.

No âmbito da sua estra- tou-se para acolher a Reu- ternacionais.

ção necessária para o acolhi-Nesse contexto, candida- mento dos 170 delegados in-

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Aviso de Publicação de Relatório Final de Condições Ambientais e Relatório Preliminar de Obras Iniciais na Exhibition Station

Projeto da Linha de Ontário

O Projeto

A Linha de Ontário disponibilizará cerca de 16 quilómetros do novo serviço de metro a Toronto para que as pessoas possam deslocar-se diariamente para onde precisam de forma mais fácil e rápida. A linha irá abranger a cidade desde o Ontario Science Centre, a nordeste, até Exhibition/Ontario Place a sudoeste. Para a Linha de Ontário está planeada a inclusão de 15 estações, incluindo seis estações de transferência e três novas ligações às linhas de comboios da GO, duas linhas existentes de metro, a nova Linha de Comboios Ligeiros Eglinton Crosstown (Eglinton Crosstown LRT) e linhas de elétrico em dez das suas estações. O projeto apresentará uma combinação de segmentos em túnel, à superfície e elevados, e estará completamente separada do trânsito para oferecer deslocações rápidas e fiáveis.

Avaliação Ambiental

Os impactos ambientais do Projeto da Linha de Ontário estão a ser avaliados de acordo com o Regulamento de Ontário (Ontario Regulation, O. Reg.) 341/20: Projeto da Linha de Ontário, em vigor desde 30 de junho de 2020, de acordo com a Lei de Avaliação Ambiental (Environmental Assessment Act).

Relatório Final de Condições Ambientais

Conforme descrito na Secção 4 do O. Reg. 341/20, a Metrolinx preparou um Relatório Preliminar de Condições Ambientais (Draft Environmental Conditions Report, ECR) que foi disponibilizado publicamente entre o dia 17 de setembro e 17 de outubro de 2020. O ECR Preliminar caracterizava as condições ambientais existentes na área de estudo da Linha de Ontário. O relatório também fornecia uma descrição preliminar dos potenciais impactos do projeto no meio ambiente, possíveis atividades de mitigação e monitorização, e uma descrição de estudos futuros que poderiam ser efetuados como parte integrante do(s) Relatório(s) de Obras Iniciais e/ou do Relatório de Avaliação de Impacto Ambiental. Foram registados comentários públicos recebidos durante o período de comentários para o ECR Preliminar e incorporados no ECR Final.

De acordo com a Secção 7 do O. Reg. 341/20, a Metrolinx atualizou o ECR Preliminar e publicou o ECR Final. O ECR Final, em vigor desde o dia 30 de novembro de 2020, será disponibilizado no site do projeto (www.metrolinx.com/ontarioline). Para obter uma cópia do ECR Final, entre em contacto através do e-mail do projeto mencionado abaixo.

Relatório Preliminar de Obras Iniciais

Estão planeadas obras iniciais na Exhibition Station no local onde a Linha de Ontário funcionará juntamente com as operações ferroviárias da GO. Estas obras iniciais estabelecerão a base para outras obras de construção importantes para o projeto da Linha de Ontário.

As obras iniciais na Exhibition Station incluem uma extensão do túnel de passageiros existente, uma ponte temporária para peões, uma nova plataforma norte, uma pequena alteração da linha da GO em direção ao limite norte do corredor ferroviário existente e deslocalização de serviços.

Os impactos ambientais das obras iniciais estão a ser avaliados de acordo com o O. Reg. 341/20: Projeto da Linha de Ontário (O. Reg. 341/20), de acordo com a Lei de Avaliação Ambiental. Conforme descrito na Secção 8 do O. Reg. 341/20, a Metrolinx preparou um Relatório Preliminar de Obras Iniciais da Exhibition Station (Draft Exhibition Station Early Works Report, EWR) que já se encontra disponível publicamente. O EWR Preliminar documenta a avaliação das

obras iniciais efetuadas na Exhibition Station. O relatório delineia a finalidade das obras iniciais, uma descrição das condições ambientais locais, potenciais impactos e medidas de mitigação propostas, bem como um registo de consultoria.

O EWR Preliminar, em vigor no dia 30 de novembro de 2020, será disponibilizado para análise no site do projeto (www.metrolinx.com/ontarioline).

Uma vez que estamos a utilizar temporariamente sessões virtuais de «open house» (virtual open

houses), junte-se a nós online entre 30 de novembro de 2020 e 5 de janeiro de 2021 para ficar a saber mais acerca do EWR Preliminar e contribuir com o seu feedback através do formulário no site.

Quem desejar contribuir com comentários acerca do EWR Preliminar deverá enviá-los até 5 de janeiro de 2021 através do formulário no site ou remetendo-os para o seguinte e-mail: ontarioline@metrolinx.com. A Secção 10 do O. Reg. 341/20 exige que a Metrolinx estabeleça um processo de resolução de problemas para procurar

resolver quaisquer preocupações apresentadas pelo público ou comunidades autóctones durante o período de avaliação. No final do período de avaliação, a Metrolinx atualizará o EWR Preliminar com a adição de uma descrição do processo de resolução dos problemas, daquilo que foi feito pela Metrolinx para responder a quaisquer preocupações, e se o prazo de implementação das obras iniciais será afetado em consequência da resposta às preocupações. A Metrolinx publicará então o EWR Final no site do Projeto, www.metrolinx.com/ontarioline, e emitirá um Aviso sobre o EWR Final.

Cópias dos Relatórios

Para obter uma cópia do ECR Final ou do EWR Preliminar, entre em contacto através do e-mail do projeto mencionado abaixo.

É possível contactar Josh Vandezande (T: 416-202-5100, E: ontarioline@metrolinx.com) em nome da Metrolinx. Metrolinx 130 Adelaide Street West Toronto, Ontário M5H 3P5 Canadá

Todos os dados pessoais enviados - tais como nome, endereço, número de telefone e localização da propriedade serão recolhidos, conservados e divulgados pela Metrolinx para finalidades de transparência e de consulta. Os dados serão recolhidos ao abrigo do O. Reg. 341/20 de acordo com a Lei de Avaliação Ambiental ou serão recolhidos e conservados com a finalidade de criação de um registo disponibilizado ao público em geral, conforme descrito na secção 37 da Lei de Liberdade de Informação e Proteção da Privacidade (Freedom of Information and Protection of Privacy Act). As informações pessoais que enviar serão integradas num registo público que será disponibilizado ao público em geral, a não ser que solicite a confidencialidade de suas informações pessoais. Para obter mais informações, entre em contacto através do e-mail ontarioline@metrolinx.com ou ligue para 416-874-5900.

Este Aviso foi publicado pela primeira vez no dia 30 de novembro de 2020.

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.



Draft Exhibition Station Early Works Report Newspaper Advertisement

• Toronto L'Express



Avis de publication du rapport définitif sur les conditions environnementales et de l'ébauche de rapport sur les travaux préliminaires à la gare Exhibition

Projet de la ligne Ontario

Le projet

La ligne Ontario donnera près de 16 kilomètres de nouvelles voies de métro à Toronto pour accélérer et faciliter les déplacements quotidiens des gens. La ligne s'étendra du Centre des sciences de l'Ontario (au nord-est) jusqu'à la Place de l'Ontario/gare Exhibition (au sud-ouest). La ligne Ontario devrait comprendre 15 nouvelles stations, y compris 6 stations de correspondance et de nouvelles correspondances avec les trois lignes ferroviaires GO, deux lignes de métro existantes, le nouveau TLR Eglinton Crosstown et des lignes de tramway à 10 de ses stations Le projet comprendra des tunnels, des passages en surface ainsi que des passages surélevés et sera complètement séparé de la circulation automobile afin d'offrir des déplacements rapides et fiables.

Évaluation environnementale

On s'affaire à évaluer les impacts environnementaux du projet de la ligne Ontario conformément au Règlement de l'Ontario (Règl. de l'Ont.) 341/20 : Projet de la ligne Ontario, entré en vigueur le 30 juin 2020 en vertu de la Loi sur les évaluations environnementales.

Rapport définitif sur les conditions environnementales

Comme décrit dans l'article 4 du Règl. de l'Ont. 341/20, Metrolinx a préparé un rapport préliminaire des conditions environnementales qui pouvait être consulté par le public du 17 septembre au 17 octobre 2020.

Le rapport préliminaire des conditions environnementales décrivait les conditions environnementales existantes au sein de la zone d'étude de la ligne Ontario. Ce rapport présentait également une description préliminaire des possibles répercussions que le projet pourrait avoir sur les activités d'atténuation et de surveillance environnementales potentielles ainsi qu'une description des études qui pourraient être réalisées dans le cadre du rapport sur les travaux préliminaires ou du rapport d'étude d'impact sur l'environnement. Les commentaires que les membres du public ont soumis pour le rapport préliminaire des conditions environnementales pendant la période de commentaires ont été consignés et intégrés au rapport définitif des conditions environnementales.

Conformément à l'article 7 du *Règlement de l'Ontario 341/20*, Metrolinx a mis à jour le rapport préliminaire des conditions environnementales et publié le rapport définitif des conditions environnementales. Le **30 novembre 2020**, le rapport définitif des conditions environnementales se trouvera sur la page Web du projet (<u>www.metrolinx.com/ligneontario</u>).

Pour obtenir une copie du rapport définitif des conditions environnementales, veuillez écrire à l'adresse courriel indiquée ci-dessous.

Ligne Ontario

Eglinton Ave E

ape Ave

Don Valle

O'Connor Dr

Gerrard Street E

nent des travaux préliminaires à la gare Exhibition AMETROLINX

.... Zone d'étude des travaux préliminaires à la gare Exhibition

Queen Street E

Eastern Ave
Lake Shore Blvd E

Ébauche du rapport sur les travaux préliminaires

Des travaux préliminaires auront lieu à la gare Exhibition, où la ligne Ontario rejoint le service ferroviaire GO. Ces travaux préliminaires permettront de préparer le terrain pour d'autres travaux de construction importants dans le cadre du projet de la ligne Ontario.

Les travaux préliminaires qui auront lieu à la gare Exhibition permettront de prolonger le tunnel pour passagers existant, d'ajouter un pont piétonnier temporaire, d'ajouter un nouveau quai au nord, de modifier légèrement la voie GO vers la limite nord du corridor ferroviaire existant et de déplacer les services publics.

On s'affaire à évaluer les impacts environnementaux des travaux préliminaires conformément au *Règlement de l'Ontario 341/20*: Projet de la ligne Ontario (Règl. de l'Ont. 341/20) en vertu de la *Loi sur les évaluations environnementales*. Conformément à l'article 8 du Règl. de l'Ont. 341/20, Metrolinx a préparé une ébauche de rapport sur les travaux préliminaires à la gare Exhibition qui peut maintenant être consultée par le public.

L'ébauche de rapport sur les travaux préliminaires contient l'évaluation des travaux préliminaires à la gare Exhibition. Le rapport définit l'objectif des travaux préliminaires et décrit les conditions de l'environnement local, les répercussions potentielles ainsi que les mesures d'atténuation proposées et contient un journal des consultations.

À compter du **30 novembre 2020**, l'ébauche de rapport sur les travaux préliminaires se trouvera sur la page Web du projet (<u>www.metrolinx.com/ligneontario</u>).

Participez à nos journées portes ouvertes virtuelles temporaires, du 30 novembre 2020 au 5 janvier 2021, pour

temporaires, du 30 novembre 2020 au 5 janvier 2021, pour en apprendre davantage sur l'ébauche du rapport sur les travaux préliminaires et nous donner votre avis à son sujet au moyen du formulaire se trouvant sur la page Web. Les personnes qui souhaitent envoyer des commentaires sur l'ébauche du rapport sur les travaux préliminaires doivent le faire d'ici le 5 janvier 2021 et les transmettre au moyen du formulaire se trouvant sur la page Web ou par courriel à l'adresse ontarioline@metrolinx.com. Le chapitre 10 du Règlement 341/20 de l'Ontario exige que Metrolinx établisse un processus de résolution des problèmes afin de tenter de résoudre toute préoccupation soulevée par le public ou les communautés autochtones au cours de la période d'examen. À la fin de cette période, Metrolinx mettra à jour l'ébauche du rapport sur les travaux préliminaires en y ajoutant une description du processus de résolution des problèmes, les mesures prises par Metrolinx pour répondre aux préoccupations, et l'incidence du traitement des préoccupations sur le calendrier de mise en œuvre des travaux préliminaires, le cas échéant. Metrolinx publiera le rapport définitif sur les travaux préliminaires sur la page Web du projet (www.metrolinx.com/ligneontario) et émettra un avis de publication à cet effet.

Queen Street W

Service de métro existant

TLR en cours de cons

Zone d'étude de la ligne Ontario

Copies des rapports

Pour obtenir une copie du rapport définitif des conditions environnementales ou de l'ébauche du rapport sur les travaux préliminaires, veuillez écrire à l'adresse courriel indiquée ci-dessous.

Vous pouvez communiquer avec Josh Vandezande (tél.: 416-202-5100, courriel: <u>ontarioline@metrolinx.com</u>), qui représente Metrolinx.

Metrolinx 130 Adelaide Street West Toronto, Ontario M5H 3P5 Tous les renseignements personnels que renferment les commentaires (nom, adresse, numéro de téléphone, lieu d'une propriété, etc.) sont recueillis, conservés et divulgués par Metrolinx aux fins de transparence et de consultation. Ces renseignements sont recueillis conformément au Règl. de l'Ont. 341/20 en vertu de la Loi sur les évaluations environnementales ou sont recueillis et conservés dans le but de constituer un document accessible au grand public, comme le stipule l'article 37 de la Loi sur l'accès à l'information et la protection de la vie privée. Les renseignements personnels soumis feront partie des dossiers accessibles au grand public, à moins que l'on demande expressément qu'ils restent confidentiels. Pour en savoir plus, veuillez écrire à ontarioline@metrolinx.com ou composer le 416-874-5900.

I ake Shore Blvd W

Bay St

─O─ Voie ferrée GO

UP Express

Gare GO proposée Bloor St E

Date de la première publication : le **30 novembre 2020**

Pour plus d'information, veuillez contacter le <u>ontarioline@metrolinx.com</u>.





À l'extérieur de l'édifice Concourse.



La sculpture Dreaming par Jaume Plensa sur Adelaide ouest.



Downtown Toronto, nez en l'air!

En novembre, mon ami cycliste habi-tant le centre-ville de Toronto ma dit qu'une sculpture venait d'apparaître dans son quar-tier, tellement intrigante qu'il était revent pour la regarder de plus près: une tête géante très particulière. Il me fal-lait évidemment aller voir ça sur-le-champ!

lait évidemment aller voir ça sur-le-champ!

Ce nouvel art public à To- **prézeau** ronto est tellement spectaculaire qu'il mérite un circuit le mettant en vedette. Voici donc une mini-balade urbaine de moins de 2 kilomètres canautour d'Adelaide ouest, Je préfère la nea commencer à partir du First Canadian Place (100 rue King ouest). C'est

de là qu'on fait la progression la plus intéressante vers le point culminant de la visite.

Labyrinthe souterrain

Si vous arrivez en voiture, je recommande de vous garer dans le terrain de stationne-ment sous-terrain de l'hôtel de ville (110 rue Queen ouest),

ag vine (no rue Queen ouest), a puis d'emprunter le couloir souterrain The PATH.

Ou, c'est un vrai labyrinthe! Mais en gardant en tête lobjectif «First Canadian Place», et suivant les pan-neaux qui pointent vers «Richmond Adelaide Complex» puis «Northbridge Place», ça devrait aller.

0 9

□ → METROLIN

Si on se perd, on a tout de même le plaisir de croiser de belles décorations de Noël, et il est possible de remonter à la surface en tout temps... comme

à la surface en tout temps... comme une marmotte. de la station de métro Andrews, marchez vers l'est sur King. Si vous arrivez de la station King. étant donnée la laideur du seg-ment de King entre Yonge et Bay, je conseille de faire le détour en passant par Yonge vers le nord, puis Adelaide vers l'ouest, et Bay vers le suid, pour rejoindre la place publique du First Canadian Place.

Maman nous attend pour le café Sur semaine, je recommande de faire un stop au três joli café français Maman. Facile à manquer, ce petit bijou est caché dans le First Canadian Place (à l'étage supérieur) au coeur du centre-ville

centre-ville.

Il n'est malheureusement ouvert que du lundi au vendredi de 8h à 17h, alors ce n'est que sur semaine qu'on peut acheter leurs biscuits décadents, leurs viennoiseries délectables ou autres délices. Ils vendent aussi en lieux.

ligne. La première fois que j'ai remarqué le café Maman et sa petite terrasse, je marchais le long de la belle place pu-blique du First Canadian Place, côté King. J'y suis entrée, ravie de décou-vrir tant de gâteries décadentes!

On lève les yeux

En dégustant un croissant sur la piace, le nez en l'air pour admirer tous les gratte-ciel, j'ai alors distingué de l'or qui brillait sur l'un d'eux, tel un collier de Cléopàtre. Il s'agissait du Concourse Building

Il s'agissait du Concourse Building (100 rue Adelaide Ouest), um édifice Art Deco datant de 1928, dont deux façades ont été déconstruites, puis re-assemblées et intégrées au nouvel édi-fice de 40 étages, incluant une entrés spectaculaire orriée de mossiques. Pours y rendre depuis le First Cana-dian Place, je recommande de mar-cher vers l'est sur King et de tourner vers le nord sur Bay. Vous pourrez admirer au passage d'autres beautés de style Art déco. La Banque Scotia, au coin de King et Bay, n'a pu être construite qu'en

et Bay, na pu être construite qu'en 1949, après la Dépression, mais elle a été conçue en 1929, ce qui explique ses beaux reliefs de style Art déco. L'édi-fice du Canada Permanent Trust, nce du Canada Permanent Trust, de l'autre côté de la rue au 320 Bay, date de 1930. En tournant vers l'ouest sur Adelaide, vous verrez le fameux Concourse Building sur le côté sud.

La tête de Jaume Plensa C'est un peu plus loin, sur la place publique du Centre Richmond-Ade-laide (120 rue Adelaide ouest) qu'on trouve l'oeuvre la plus intrigante de Installée depuis octobre 2020, elle

lonais jaume Plensa. Conçue en résine de polyester enrobée de poudre de marbre, Dreaming fait 8 mètres de haut.

L'artiste utilise un logiciel pour traiter les têtes de personnes réelles qu'il numérise, puis manipule pour créer la tête distortue qu'on peut maintenant admirer à Toronto, mais dont les rières et sours se retrouvent une peu partout dans le monde.

On fait le tour

Lorsqu'on a bien fait le tour de Dreaming, Cest le temps de poursuivre la tourné du quartier. J'aime bien prendre la rue Sheppard vers le nord pour emprunter l'étroite rue Temperance, malgré toutes les constructions qui s'y déroulent en ce moment.

C'est sur cette nue n'uton rouise Plan-

qui s'y déroulent en ce moment. C'est sur cette rue qu'on croise Plan-ta Burger (4 rue Temperance), servant des burgers de type fast-food entière-ment végétariens, situé en face de Sud Forno, la boulangerie/trattoria délec-table, et à côté du beau café Dineen. Ils offrent tous l'option commander et

Ils offrent tous loption commander et emporter.

Puis, on remonte Yonge et tourne sur Queen pour voir les vitrines de Noël de La Baie... dont le nouveau look froid d'animations au rouge et blanc prédominants contraste grandement avec la chaleur des décors d'antan (on en aurait eu besoin ces temps-ci).

Centre Eaton et patinoire

Centre Eaton et patinoire Et pour ceux qui se demandaient: oui, le Centre Eaton a érigé ses décorations des Fétes, incluant les cherveils lumineux géants. MAIS seuls peuvent enter dans le centre ceux qui viement pour chercher une livraison. Les usagers du métro doivent passer par l'extérieur. Et, oui, la patinoire du Nathan Phillips Square est ouverte de 10h à 22h jusqu'au 18 décembre, puis de 9h à 22h jusqu'au 18 mass. MAIS il faut s'erregistrer en ligne pour obtenir une place parmi les 25 patineurs pouvant s'exercer à la fois sur la glace.

On continue de louer les patins, et la patinoire sera ouverte tous les jours

la patinoire sera ouverte tous les jours incluant les 24, 25 et 31 décembre et le

ler janvier.

On peut en tout temps admirer le grand sapin de Noël, l'enseigne 3D Toronto. Et pour les chocolats chauds, il y a le Tim Hortons de l'autre côté de

la rue Queen.

La chronique d'aujourd'hui est un complément à la balade 6 du dernier guide de marche de l'auteure locale Nathalie Prézeau: Toronto BEST Urban Natinale Prezedii: Ioronto BEST Urban Strolls. Pour se procurrer le guide sur Amazon, en librairie ou directement de la maison d'édition (l'auteure livre dans Toronto!): www.torontourbangems.com.







Avis de publication du rapport définitif sur les conditions environnementales et de l'ébauche de rapport sur les travaux préliminaires à la gare Exhibition Projet de la ligne Ontario

Le projet

La ligne Ontario donnera près de 16 kilomètres de nouvelles voies de métro à Toronto pour accélérer et faciliter les déplacements quotidiens des gens. La ligne s'étendra du Centre des sciences de l'Ontario (au nord-est) jusqu'à la Place de l'Ontario/gare Exhibition (au sud-ouest). La ligne Ontario devarit comprendre 15 nouvelles stations, y compris 6 stations de correspondances et de nouvelles correspondances avec les trois lignes ferroviaires GO, deux lignes de métro existantes, le nouveau TLR Egilnton Crosstown et des lignes de tramway à 10 de ses stations Le projet comprendra des tunnels, des passages en surface ainsi que des passages surélevés et sera complètement séparé de la circulation automobile afin d'offrir des déplacements rapides et fiables.

Evaluation environnementale

On s'affaire à évaluer les impacts environnementaux du projet de la ligne Ontario conformément au Règlement de l'Ontario (Règl. de l'Ont.) 341/20; Projet de la ligne Ontario, entré en vigueur le 30 juin 2020 en vertu de la Loi sur les évaluations environnementales.

Rapport définitif sur les conditions environnementales

Comme décrit dans l'article 4 du Règl. de l'Ont. 341/20, Metrolinx a préparé un rapport préliminaire des des canditions environnementales qui pouvait être consulté par le public du 17 septembre au 17 octobre 2020.

Le rapport préliminaire des conditions environnementales décrivait les conditions environnementales existantes au sein de la zone

Le d'épude la ligne Ontaine des Ontaine des Controlles de la controlle de la ligne Ontaine des Ontaines des la controlles de la ligne Ontaine des possibles répercussions que le projet pouraire des possibles répercussions que le projet pouraire des la cativités d'attenuation et de vauveillance aux prélimientaires des possibles répercussions que le projet pourairent être réalisées dats le cadre du rapport sur les travaux prélimientaires ou de pour d'étude d'impact sur l'environnement. Les commentaires que les membres du public ent its orgins pour depont répérind été conségionnementailes pendant la période de commentaires ont été consignés et intégrés pour partier des la confidence environnementailes.

Conformément à l'article 7 du Règlement de l'Ontario 341/20, Metrolinx a mis à jour le rapport préliminaire des conditions environnementales et publié le rapport définitif des conditions environnementales. Le 30 novembre 2020, le rapport définitif des conditions environnementales. Le 30 novembre 2020, le rapport définitif des conditions environnementales se trouvera sur la page Web du projet (www.metrolinx.com/ligneontario).

Pour obtenir une copie du rapport définitif des conditions environnementales, veuillez écrire à l'adresse courriel indiauée ci-dessous

Liane Ontario

Ébauche du rapport sur les travaux préliminaires

Des travaux préliminaires auront lieu à la gare Exhibition, où la ligne Ontario rejoint le service ferroviaire GO. Ces travaux préliminaires permetront de préparer le terrain pour d'autres travaux de construction importants dans le cadre du projet de la ligne Ontario.

Les travaux préliminaires qui auront lieu à la gare Les travaux preliminaires qui auront lieu a la gare Exhibition permettront de prolonger le tunnel pour passagers existant, d'ajouter un pont piétonnier temporaire, d'ajouter un nouveau quai au nord, de modifier légérement la voie GO vers la limite nord du corridor ferroviaire existant et de déplacer les services

publics.

On s'affaire à évaluer les impacts environnementaux des travaux préliminaires conformément au Règlement de l'Ontario 341/20 : Projet de la ligne Ontario (Règl. de l'Ont. 341/20) en vertu de la Lois se évaluarions environnementales. Conformément la virtice 8 du Règl. de l'Ont. 341/20, Metrolinx a préparé une ébauche de rapport sur les travaux préliminaires à la gare Exhibition qui peut maintenant être consultée par le public.

L'ébauche de rapport sur les travaux préliminaires contient l'évaluation des travaux préliminaires à la gare Exhibition. Le rapport définit l'objectif des travaux préliminaires et décrit les conditions de l'environnement local, les répercussions potentielles ainsi que les mesurer d'atténuation proposées et contient un journal des consultations.

constitutions.

À compter du 30 novembre 2020, l'ébauche de rapport sur les travaux préliminaires se trouvera sur la page Web du projet (www.metrolinx.com/ligneontario).

Participez à nos journées portes ouvertes virtuelles
Temporaires, du 30 novembre 2020 au 5 janvier 2021, pour
en apprendre davantage sur l'ébauche du rapport sur les travaux préliminaires et nous donner votre avis à son sujet au moyen du formulaire se trouvant sur la page Web.

se trouvant sur la page Web.
Les personnes qui souhaitent envoyer des commentaires sur l'ébauche du rapport sur les travaux préliminaires doivent le faire d'ici le
5 janvier 2021 et les transmettre au moyen du formulaire se trouvant sur la page Web ou par courriel à l'adresse ontarioline@metrolinx.com.
Le chapitre 10 du Règlement 341/20 de l'Ontario exige que Metrolinx établisse un processus de résolution des problèmes afin de tenter de résoudre toute préoccupation soulevée par le public ou les communautés autorchtones au cours de la période d'examen. À la fin de cette période, Metrolinx mettra à jour l'ébauche du rapport sur les travaux préliminaires en y ajoutant une description du processus de résolution des problèmes, les mesures prises par Metrolinx pouler épondre aux préoccupations, et l'incidence du traitement des préoccupations sur le calendrier de mise en œuvre des travaux préliminaires, le cas échéant. Metrolinx publière le rapport définitif sur les travaux préliminaires sur la page Web du projet (www.metrolinx.com/ligneontario) et émettra un avis de publication à cet effet.

Vous pouvez communiquer avec Josh Vandezande (tél. : 416-202-5100, courriel : ontarioline@metrolinx.com),

Metrolinx 130 Adelaide Street West Toronto, Ontario M5H 3P5

Tous les renseignements personnels que renferment les commentaires (nom, adresse, numéro de téléphone, lieu d'une propriété, etc.) sont recueillis, conservés et divulgués par Metrolinx aux fins de transparence et de consultation Ces renseignements sont recueillis conformément au Bél, de l'Ord. 341/20 en vetu de la loi sur les évaluations environnementales ou sont recueillis et conservés dans le but de constituer un document accessible au grand public, comme le stpule faridé 37 de la lois un l'accès à l'information et la protection de la vie privée. Les renseignements personnels soumis feront partie des dossiers accessibles au grand public, à moins que l'on demande expressément qui restent confidentiels. Pur en assirié puis, vueillez écrier à ontainlem@metrolinx.com ou composer le 416-874-5900. Date de la première publication : le 30 novembre 2020

A

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com.

Draft Exhibition Station Early Works Report Newspaper Advertisement

• Toronto Star

Notice of Publication of Final Environmental Conditions Report and Draft Exhibition Station Early Works Report

Ontario Line Project

The Project

The Ontario Line will bring nearly 16 kilometres of new subway service to Toronto to make it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Ontario Place/ Exhibition Station in the southwest. The Ontario Line is proposed to include 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines. The Project will be constructed in a dedicated right-of-way with a combination of elevated, tunneled, and at-grade segments at various locations.

Environmental Assessment

Environmental impacts of the Ontario Line Project are being assessed in accordance with Ontario Regulation (O. Reg.) 341/20: Ontario Line Project, effective June 30, 2020, under the *Environmental Assessment Act*.

Final Environmental Conditions Report

As outlined in Section 4 of O. Reg. 341/20, Metrolinx prepared a Draft Environmental Conditions Report (ECR) that was available for public review from September 17 to October 17, 2020.

The Draft ECR characterized existing environmental conditions within the Ontario Line study area. This report also provided a preliminary description of potential impacts the Project may have on the environment, potential mitigation and monitoring activities, and a description of future studies that may be carried out as part of the Early Works Report(s) and/or Environmental Impact Assessment Report. Public comments received throughout the comment period for the Draft ECR were recorded and have been incorporated into the Final ECR.

In accordance with Section 7 of O. Reg. 341/20, Metrolinx has updated the Draft ECR and published the Final ECR. Effective **November 30**, **2020** the Final ECR will be available on the Project webpage (www.metrolinx.com/ontarioline).

To obtain a copy of the Final ECR, please contact the project email listed below.

Draft Early Works Report

Early works are planned at Exhibition Station where the Ontario Line will run alongside GO train operations. These early works will set the groundwork for other major construction on the Ontario Line project.

Exhibition Station early works include an extension to the existing passenger tunnel, a temporary pedestrian bridge, a new north platform, minor GO track shift towards the northern limit of the existing rail corridor, and utility relocations.

Environmental impacts of the early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the *Environmental Assessment Act*. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared a Draft Exhibition Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Exhibition Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

Effective **November 30, 2020**, the Draft EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline).

As we temporarily shift to virtual open houses, please join us online from **November 30, 2020** to **January 5, 2021** to find out more about and provide your feedback on the Draft EWR via the webpage form.

Ontario Line Eglinton Ave E DonValle O'Connor Dr Pape Ave Bloor St E Danforth Ave Jarvis St University St Gerrard Street E Queen Street E Eastern Ave Lake Shore Blvd E Existing Subway O- GO Rail METROLINX

METRO O UP Express ••••• In Delivery LRT ---- Exhibition Station Early Works Study Area Ontario Line Study

Those who wish to provide comments on the Draft EWR must do so by **January 5, 2021** and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

Section 10 of O. Reg. 341/20 requires Metrolinx to establish an issues resolution process to attempt to resolve any concerns raised by the public or Indigenous communities during the review period. At the end of the review period, Metrolinx will update the Draft EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final EWR on the Project webpage: www.metrolinx.com/ontarioline and issue a Notice of Final EWR.

Copies of Reports

To obtain a copy of the Final ECR or the Draft EWR, please contact the project email listed below.

Josh Vandezande (T: 416-202-5100, E: <u>ontarioline@metrolinx.com</u>) may be contacted on behalf of Metrolinx.

Metrolinx 130 Adelaide Street West Toronto, Ontario M5H 3P5 All personal information included in a submission - such as name, address, telephone number and property location - is collected, maintained and disclosed by Metrolinx for the purpose of transparency and consultation. The information is collected under the authority of O. Reg. 341/20 under the Environmental Assessment Act or is collected and maintained for the purpose of creating a record that is available to the general public as described in s. 37 of the Freedom of Information and Protection of Privacy Act. Personal information you submit will become part of a public record that is available to the general public unless you request that your personal information remain confidential. For more information, please contact ontarioline@metrolinx.com or 416-874-5900.

This Notice was first published on **November 30, 2020**.

Pour plus d'information, veuillez contacter le <u>ontarioline@metrolinx.com</u>.

Lawyers see bail condition as 'overreach' | Tests find

McCuaig said Sunday he will be pursuing a bail review to challenge Arana's bail condi-

Lawyers uninvolved with the case also expressed concern over the bail condition, which they said was a significant "overreach" by authorities.

"This is a person who is presumed innocent ... Compelling this person to get medical testing, then reporting the results of his personal medical history ... is just completely unreasonable in these circumstances," said Daniel Brown, vice-president of the Criminal Lawyers' Association. "It's likely unlawful, and it sets a significantly dangerous precedent that everyone should be concerned about."

Brown said police need a warrant to obtain "this kind of medical information," and that would only be granted if a judge agreed that the request was rooted in reasonable grounds that it would show evidence of a

"You can't compel somebody to go get medical tests. That is not something that our law per-



Daniel Brown, vice-president of the Criminal Lawyers' Association, said a bail condition compelling someone to undergo COVID-19 testing sets a "dangerous precedent."

end-run around the procedural safeguards that exist in our criminal justice system when it comes to the intimate medical histories."

The Ministry of the Attorney General did not respond to questions about the appropriateness of the bail condition by deadline.

Adamson Barbecue's Etobicoke location, outside which Arana was arrested, has bemits," Brown said. "(This is) an come a flashpoint for many Lawyers' Association, ques-

protesting Toronto and Peel tioned the value of the informa-Region's return to lockdown, under which restaurants are not allow to have indoor or outdoor diners.

Premier Doug Ford announced the lockdown as CO-VID-19 cases surged in Toronto and Peel, where local public health officials asked for restrictions to help quell the virus's spread. The order, which came into effect last Monday, suspends all in-person shopping at all non-essential retailers for at least 28 days.

The eatery's owner, Adam Skelly, was arrested Thursday outside his restaurant. He faces a number of charges, both criminal and non-criminal, including attempting to obstruct police and trespassing.

Unlike Arana, Skelly's bail conditions do not include the requirement to undergo testing, his lawyer confirmed.

Arana is charged with obstructing police, two counts of uttering death and six counts of assaulting an officer. At a press conference, Toronto police Supt. Domenic Sinopoli said "five of those counts involve spitting at an officer."

Brown, from the Criminal

tion that would come out of forcing Arana to get tested. If he tested positive, it would be impossible to definitively say when he contracted the virus or who else he may have infected, Brown said.

"If the officer wants to know if the officer's been exposed to COVID, the officer can go and get a test," he said.

Lawyer Cynthia Fromstein agrees that the bail condition is a "misuse of the criminal court to address a health concern."

Fromstein has defended numerous people who were criminally charged for allegedly not disclosing their HIV-positive status, even though many of them she said "never passed the virus to anyone." She sees some parallels between those cases and Arana's bail condition, as they both involve "the use of criminal law where it really should not be used" to potentially criminalize a health issue.

In none of those cases does she remember a bail order that required someone to disclose personal health information, she said. "This is just a far greater overreach."

With files from Betsy Powell and Ann Marie Elpa

19 cases at one school

LIBAAN OSMAN STAFF REPORTER

A new program of voluntary COVID-19 testing for asymptomatic staff and students uncovered 19 additional cases at Toronto's Thorncliffe Park Public School.

The elementary school was the first in the Toronto District School Board to take part in the provincial program, announced last Thursday by Education Minister Stephen Lecce.

An email sent Sunday to Thorncliffe parents said 19 positive cases of COVID-19 were reported — 18 children, one staff member - out of 433 tests done Thursday and Friday.

That brings the total number of cases at the East York school to 21.

As of Sunday, 14 classes have been asked to self-isolate, and testing is expected to continue Monday.

Toronto Public Health told the board it does not believe the school needs to be shut down, given there is a higher percentage of cases in the surrounding community.

≠ METROLINX

Notice of Publication of Final Environmental Conditions Report and Draft Exhibition Station Early Works Report

Ontario Line Project

The Project

The Ontario Line will bring nearly 16 kilometres of new subway service to Toronto to make it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Ontario Place/ Exhibition Station in the southwest. The Ontario Line is proposed to include 15 potential stations, including six interchange stations, and 17 new connections to GO train lines and existing subway and streetcar lines. The Project will be constructed in a dedicated rightof-way with a combination of elevated, tunneled, and at-grade segments at various locations.

Environmental impacts of the Ontario Line Project are being assessed in accordance with Ontario Regulation (O. Reg.) 341/20: Ontario Line Project, effective June 30, 2020, under the Environmental Assessment Act.

Final Environmental Conditions Report

As outlined in Section 4 of O. Reg. 341/20, Metrolinx prepared a Draft Environmental Conditions Report (ECR) that was available for public review from September 17 to October 17, 2020.

The Draft ECR characterized existing environmental conditions within the Ontario Line study area. This report also provided a preliminary description of potential impacts the Project may have on the environment, potential mitigation and monitoring activities, and a description of future studies that may be carried out as part of the Early Works Report(s) and/or Environmental Impact Assessment Report. Public comments received throughout the comment period for the Draft ECR were recorded and have been incorporated into the Final ECR.

In accordance with Section 7 of O. Reg. 341/20, Metrolinx has updated the Draft ECR and published the Final ECR. Effective November 30, 2020 the Final ECR will be available on the Project webpage (www.metrolinx.com/ontarioline).

To obtain a copy of the Final ECR, please contact the project email listed below.

Draft Early Works Report

Early works are planned at Exhibition Station where the Ontario Line will run alongside GO train operations. These early works will set the groundwork for other major construction on the Ontario Line project.

Exhibition Station early works include an extension to the existing passenger tunnel, a temporary pedestrian bridge, a new north platform, minor GO track shift towards the northern limit of the existing rail corridor, and utility relocations.

Environmental impacts of the early works are being assessed in accordance with Ontario Regulation 341/20: Ontario Line Project (O. Reg. 341/20), under the Environmental Assessment Act. In accordance with Section 8 of O. Reg. 341/20, Metrolinx has prepared a Draft Exhibition Station Early Works Report (EWR) that is now available for public review.

The Draft EWR documents the assessment of Exhibition Station early works. The report outlines the purpose of early works, a description of local environmental conditions, potential impacts and proposed mitigation measures, and a consultation record.

Effective November 30, 2020, the Draft EWR will be available for review on the Project webpage (www.metrolinx.com/ontarioline).

As we temporarily shift to virtual open houses, please join us online from November 30, 2020 to January 5, 2021 to find out more about and provide your feedback on the Draft EWR via the webpage form.

Bloor St E Bay St Gerrard Street E Queen Street W Queen Street E Eastern Ave Lake Shore Blvd E

A Exhibition Station Early Works Location

Exhibition Station Early Works Project Footpring

⇒ METROLINX

Eglinton Ave E

Those who wish to provide comments on the Draft EWR must do so by January 5, 2021 and submit them using the webpage form or address them to the following email: ontarioline@metrolinx.com.

Existing Subway

Ontario Line Study Area Proposed GO

In Delivery LRT

-O- GO Rail

-O- UP Express

Section 10 of O. Reg. 341/20 requires Metrolinx to establish an issues resolution process to attempt to resolve any concerns raised by the public or Indigenous communities during the review period. At the end of the review period, Metrolinx will update the Draft EWR by adding a description of the issues resolution process, what Metrolinx did to address any concerns, and if the early works implementation timeline will be impacted as a result of addressing concerns. Metrolinx will then publish the Final EWR on the Project webpage: www.metrolinx.com/ontarioline and issue a Notice of Final EWR.

Copies of Reports

To obtain a copy of the Final ECR or the Draft EWR, please contact the project email listed below.

Josh Vandezande (T: 416-202-5100, E: ontarioline@metrolinx.com) may be contacted on behalf of Metrolinx.

Metrolinx 130 Adelaide Street West Toronto, Ontario M5H 3P5

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This Notice was first published on November 30, 2020.

Pour plus d'information, veuillez contacter le <u>ontarioline@metrolinx.com</u>.

Notice of Publication of the Final Exhibition Station Early Works Report

Public Mailout



Notice of Publication of Final Exhibition Station Early Works Report Ontario Line Project

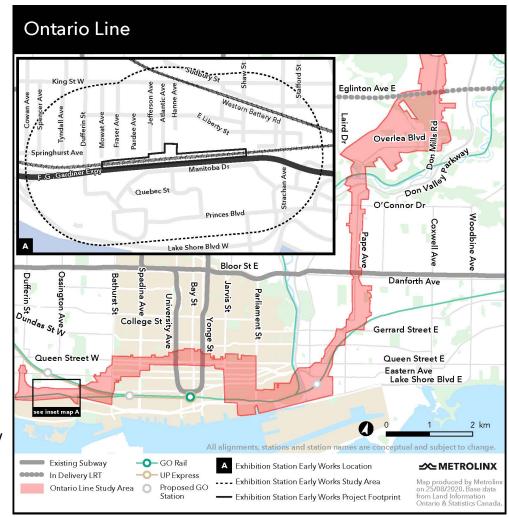
The Project

The Ontario Line will bring nearly 16 kilometres of new subway service to Toronto to make it faster and easier for people to get where they need to be each day. The line will stretch across the city, from the Ontario Science Centre in the northeast to Exhibition/Ontario Place in the southwest. The Ontario Line is proposed to include 15 potential stations, including six interchange stations, and connections to three GO train lines, two existing subway lines, the new Eglinton Crosstown LRT, and streetcar lines at 10 of its stations. The project will feature a combination of tunneled, surface and elevated segments, and will be completely separated from traffic to provide fast and reliable commutes.

Exhibition Station Early Works

Exhibition Station early works are planned where the Ontario Line will run alongside GO train operations. These early works will set the groundwork for other major construction on the Ontario Line project. Exhibition Station early works include an extension to the existing passenger tunnel, a temporary pedestrian bridge, a new north platform, minor GO track shift towards the northern limit of the existing rail corridor, and utility relocations.

Environmental impacts of
Exhibition Station early works are
being assessed in accordance
with Ontario Regulation 341/20:
Ontario Line Project (O. Reg.
341/20), under the *Environmental*Assessment Act. In accordance
with Section 8 of O. Reg. 341/20,
Metrolinx prepared a Draft
Exhibition Station Early Works



Report (EWR) that was available for public review from November 30, 2020 to January 5, 2021.

The Draft EWR outlined the purpose of the Exhibition Station early works, a description of local environmental conditions, potential impacts, proposed mitigation measures and a consultation record.

Public comments received throughout the comment period for the Draft Exhibition Station EWR were recorded and have been incorporated into the Final Exhibition Station EWR.

The Final Early Works Report and Minister's Review Process

Metrolinx established an issues resolution process to attempt to resolve concerns raised during the review of the Draft Exhibition Station EWR. In accordance with Section 11 of O. Reg. 341/20, Metrolinx updated the Draft Exhibition Station EWR and published the Final Exhibition Station EWR to include a description of the issues resolution process, any concerns raised during the review period, what Metrolinx did to address these concerns, and impacts to the early works implementation timeline as a result of addressing concerns. Effective **February 1, 2021** the Final Exhibition Station EWR will be available on the project webpage (www.metrolinx.com/ontarioline). Within 35 days after receipt of the Notice of Final Exhibition Station EWR, the Minister of the Environment, Conservation and Parks may issue a notice to Metrolinx imposing conditions related to the early works. The Minister may also choose to inform Metrolinx that no notice will be issued. The Minister may issue a notice only if:

- The Minister is of the opinion that the way in which Metrolinx has addressed a concern raised in the issues resolution process would cause unreasonable delay to the implementation of the early works and the conditions in the Minister's notice change the way in which the concern is addressed in the final EWR without causing unreasonable delay to the implementation of the early works; or
- The Minister is of the opinion that the early works may have an adverse impact on the existing
 aboriginal or treaty rights of the aboriginal peoples of Canada, and the conditions may prevent,
 mitigate, or remedy the adverse impact.

Once the Minister gives Notice, confirms that no notice will be given, or the 35-day Minister's review period is complete, Metrolinx will proceed with early works as described in the Final Exhibition Station EWR, subject to any conditions imposed by the Minister.

To obtain an electronic copy of the Final Exhibition Station EWR, please contact the project email listed below.

Josh Vandezande (T: 416-202-5100, E: ontarioline@metrolinx.com) may be contacted on behalf of Metrolinx.

Metrolinx

130 Adelaide Street West Toronto, Ontario M5H 3P5

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This Notice was first published on **February 1, 2021**.

Pour plus d'information, veuillez contacter le ontarioline@metrolinx.com

Public Feedback

Ask-A-Question

	Ask-A-Question – November 30, 2020 to Janu	ary 5, 2021
Comment Title	Comment Body	Response
Early Works Construction	Hi there, The following is written on the project website "Construction for the project is anticipated in 2021, when teams break ground on early works for the project. This work will include existing bridge modifications and new Ontario Line bridges, rail corridor	Early works construction will occur in areas where the Ontario Line runs with GO rail lines in the same rail corridor. By coordinating Ontario Line construction and previously planned GO Expansion work, we will reduce the overall property and construction impacts, while ensuring timely construction.
	expansion, station work, and utility relocations for parts of the line that are shared by the GO rail corridor." I just want to know if this construction is still slated to start this	As you noted on our website, early works are anticipated in three areas: Exhibition Station, the Lower Don Bridges, and the Lakeshore East Joint Corridor. As initial designs are completed for
	spring and if you can elaborate on the following points: - Bridge Modifications: Which bridges will be worked on? - New Ontario Line Bridges: Will this include the new bridges being built across the Don River near the Lakeshore and by the Leaside Bridge? - Rail Corridor Expansion: Will this be happening at Exhibition Station and on the rail corridor in Leslieville? - Station work: Which ones?	each area, we will release an early works environmental report for public consultation. The draft report will provide further details about the work, anticipated impacts and proposed mitigations. Consultation on the draft Exhibition Station Early Works Report ended on January 5 but you can still review the report. We'll release further information about other planned early works later this winter/spring.
	I ask as I really want this project to hit the ground running and want no more interference from our politicians. Starting this construction would be huge step in the right direction. Thanks,	

Public Feedback

- Provide Your Feedback
 - Draft Exhibition Station
 Early Works Report
 Feedback Form
 - Air Quality Study
 - Archaeological Resources Study

Provide Your Feedback

Draft Exhibition
 Station Early
 Works Report
 Feedback Form

Date	What are your thoughts on the results of the Exhibition Station early works environmental studies?	Which Exhibition Station early works environmental study is most important to you and why?	Is there anything we missed? Please let us know if you have any additional thoughts or concerns about the Draft Exhibition Station Early Works Report.
December 11, 2020	There is too large of a station gap between King-Bathurst and Exhibition. A station is needed at King/Strachan or Douro/Strachan, along the GO Kitchener line. Remember that a new pedestrian/cycling bridge has been erected at King/Douro to connect King West Village and the 504 streetcar to Liberty Village. UTILIZE this new bridge to connect residents of King to the Ontario Line!!!	Noise impacts to neighbouring residences	

Provide Your Feedback

• Air Quality Study

Date	What are your thoughts on the Air Quality study key findings and identified potential impacts and mitigation measures?
December 10, 2020	I believe that the Line would not bring a significant increase of contaminants once it is opened.

Provide Your Feedback

Archaeological Resources Study

Date	What are your thoughts on the Archaeological Resources study key findings and identified potential impacts and mitigation measures?
December 3, 2020	As the Ontario Line station/track location and the GO shifted tracks are in the "already cleared" zone, the reference to "all work will stop if" is just an
	overabundance of caution in the prepping of this section of the analysis, yes? Would be very disappointing and suggestive of very poor past/previous
	work were a historical hindrance to construction to appear here as the project proceeds. We expect that downtown east of Yonge, but at the south end
	of Liberty Village in a cleared-of-concerns area this could be construed as more of a nuisance and move to delay the project unnecessarily, I'd think.
	Hopefully it won't be an issue here as the project progresses.

Public Engagement Record

- Public Email
 Correspondence Table
- Public Email Correspondence Record

Date of Correspondence	Summary of Public Correspondence	Date of Response	Summary of Metrolinx Response
December 1, 2020	Requested to know the construction commencement date	December 3, 2020	Metrolinx advised that Ontario Line construction will take place in phases and that early works construction is anticipated to begin in summer 2021
			Metrolinx advised that major construction from Exhibition Station to the Don Yard is expected to start mid-2023
			Metrolinx provided links to the early works section of the Project webpage and to subscribe to the enewsletter
December 1, 2020	Requested to know if there will be a permanent tunnel or bridge from eastern Liberty (east of Atlantic Avenue) with access to Ontario Line at Exhibition place to support	December 3, 2020	Metrolinx advised that the plans will improve pedestrian connectivity across the rail corridor at Exhibition Station
	neighbourhood population growth		Metrolinx advised that an unused tunnel and north station entrance will be opened and that it will extend to Atlantic Avenue until a new north entrance is constructed
			Metrolinx confirmed that during early works construction, a temporary pedestrian bridge spanning the rail corridor will be installed
			Metrolinx provided links to the early works section of the Project webpage and to subscribe to the enewsletter
December 3, 2020	Shared feedback that a permanent eastern bridge/tunnel should be considered between Atlantic Avenue and Strachan Avenue to service the population growth	December 4, 2020	Metrolinx confirmed that the feedback will be shared with the Project Team
December 17,	Requested a copy of the Environmental Conditions Report and any studies or plans related	December 18,	Metrolinx provided a link to the Final Environmental Conditions Report and associated appendices
2020	to Exhibition Station	2020	Metrolinx provided a link to the Draft Exhibition Station Early Works Report
			Metrolinx provided a link to subscribe to the e-newsletter

From: Ontario Line

Sent: December 18, 2020 1 55 PM

To:

Subject: RE: ECR Request



Thank you for your email

You can find our Final Environmental Conditions Report and appendices <u>here</u> on our website. This report documents the baseline environmental conditions across the Ontario Line and is the first report released in our environmental assessment process. We released our second environmental report recently, the <u>Draft Early Works Report for Exhibition</u>

Station This report focuses on preliminary construction work, what we call Early Works, that will proceed before major construction

You can also find more information about our environmental reporting timeline and upcoming reports, including our final Environmental Assessment, under our website's Environment section

If you haven't already, please consider signing up for our e-newsletter to stay up-to-date on the latest project information and future environmental reports

Thank you again for your interest in the Ontario Line Please don't hesitate to contact us if you have further questions,

Bismah

Bismah Haq

Community Relations and Issues Specialist - Ontario Line

From:

Sent: December 17, 2020 8:33 PM

To: Ontario Line < ontarioline@metrolinx com>

Subject: ECR Request

Please send a copy of the environmental conditions report or assessment, whichever is available, in addition to any station placement studies/station access plans you have for Exhibition Station please

Thank you,



EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe
EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n ouvrez aucune pièce jointe à moins quils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu
provient d'une source sûre

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

From: Ontario Line

Sent: December 4, 2020 12:27 PM

To:

Subject: RE: Contact Ontario Line Submission

Hi

Thanks for your thoughts we appreciate your feedback and will share it with our project team.

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line Metrolinx

From:

Sent: Thursday, December 03, 2020 6:30 PM **To:** Ontario Line < ontarioline@metrolinx.com > **Subject:** Re: Contact Ontario Line Submission

Thank you Simon for your answer- I'm hoping that an permanent eastern bridge/ tunnel will be considered between Atlantic and Strachan to service the growing population of high rises and utilize the Go station and Ontario Line.

Sent from my iPhone

On Dec 3, 2020, at 10:09 AM, Ontario Line < ontarioline@metrolinx.com> wrote:

Hi

Thanks for your question regarding Exhibition station.

Our plans will improve pedestrian connectivity across the rail corridor at Exhibition Station. We recently released information about <u>early works in this area</u> which will include opening an existing but currently unused tunnel and north station entrance. We will be extending the tunnel to Atlantic Avenue until a new north entrance is constructed. During early works, we will also be installing a temporary pedestrian bridge spanning the rail corridor to provide additional access capacity to reach station platforms and enhance cross-corridor

access for trips to and from Liberty Village. The bridge will also reduce potential congestion in the existing tunnel during special events at Exhibition Place and/or Ontario Place.

While early works are ramping up, we continue to design the permanent station concourse that will serve both GO and Ontario Line customers and improve connections for pedestrians. We will have further station details to share in the future when the design of the new Exhibition Station is sufficiently advanced to be shared with the public.

I hope this answers your question. We look forward to sharing more details as our work moves ahead. If you haven't already, please consider signing up for <u>our e-newsletter</u> to help stay up-to-date on the latest project information.

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line Metrolinx

<image004.png>

From: Metrolinx Engage via Metrolinx Engage < no-reply@metrolinxengage.com >

Sent: Tuesday, December 01, 2020 8:39 PM
To: Ontario Line <ontarioline@metrolinx.com>
Subject: Contact Ontario Line Submission

y, December 1, 2020 - 20:39 nous user:
nous user:
nous user:
Station (Optional): Exhibition
pedestrian tunnel or bridge
will there be a permanent tunnel or bridge from eastern Liberty
access to Ontario line at exhibition place that supports the
rth in neighborhood?
omission may be viewed at:
rt



<image009.jpg>

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From: To: Subject: Date: Attachments:

From: Ontario Line

Sent: December 3, 2020 10:15 AM

To:

Subject: RE: Contact Ontario Line Submission

Hi

Thanks for your question.

Ontario Line construction will happen in different phases. First, early works and then major construction.

Early works construction is anticipated to begin in summer 2021. Early works are being advanced where the project connects to other planned transit projects and where portions of the alignment run in parallel to the existing rail corridors. You can read more about <u>early works</u> on our website.

After early works, we expect major construction from Exhibition Station to the Don Yard to start mid-2023. Please note that timelines may change and are subject to the market response during procurement.

If you haven't already, please consider signing up for <u>our e-newsletter</u> to help stay up-to-date on the latest project information.

Thanks again and please don't hesitate to contact us if you have more questions,

SIMON GRANAT

Community Relations and Issues Specialist – Ontario Line Metrolinx

From: Metrolinx Engage via Metrolinx Engage <no-reply@metrolinxengage.com>

Sent: Tuesday, December 01, 2020 5:12 PM
To: Ontario Line ">ontario Line @metrolinx.com>
Subject: Contact Ontario Line Submission

Hello Ontario Line	9,
Submitted on Tues Submitted by anon Submitted values a	
Subject: RE: Antici Message: I'd just like to know no dates (projected then at least advise I'm sure you're goil	ss: ne Station (Optional): Exhibition pated actual start date when to expect 'shovels in the ground' so to speak because I see d or otherwise) from what I've read. If it is too early to ascertain e in terms of 'Spring 2011' or similar at worst. Ing to be inundated with emails at this point but please respond quick question to answer in my opinion. Submission may be viewed at:
The results of this	outilities of the first and
	inxengage.com/en/node/749/submission/18507

- Aboriginal Labour Force Development Circle
- Aboriginal Legal Services
- Amazing Moss Park
- Anishnawbe Health Toronto
- Association for Native Development in the Performing and Visual Arts
- Beaconsfield Village Residents Association
- Building Roots
- Campbell House Museum
- CF Toronto Eaton Centre
- Chinatown Business Improvement Area (BIA)
- CityPlace Fort York BIA
- CityPlace Residents' Association
- Community Living Toronto

- Corktown Residents and Business Association
- Danforth BIA
- Danforth Residents Association
- Distillery Historic District
- Don Mills Residents Inc. (DMRI)
- Downtown Yonge BIA
- East End Transit Alliance
- Flemingdon Health Centre
- Fontbonne Ministries
- Fort York Neighbourhood Association
- Friends of Flemingdon Park
- Friends of Moss Park
- Friends of Trinity Bellwoods Park
- Gabriel Dumont Institute

- Garden District Residents Association
- Gooderham and Worts Neighbourhood Association
- Grange Community Association
- Green Communities Canada
- Lakeshore East Community Advisory Committee
- Leaside Residents Association
- Leslieville BIA
- Liberty Village BIA
- Liberty Village Residents Association
- March of Dimes Canada
- Miziwe Biik Aboriginal Employment & Training
- Native Canadian Centre of Toronto
- Native Men's Residence

- Native Women's Resource Centre
- Nishnawbe Homes
- Ontario Aboriginal HIV/ AIDS Strategy
- Ontario Place for All
- Pape Area Concerned Citizens for Transit
- Pape Avenue Junior Public School Parent Council
- Pape Village BIA
- Parkdale Residents Association
- Parkdale Village BIA
- Queen Street West BIA
- Regent Park Neighbourhood Association
- Riverside BIA
- Sisters of St. Joseph of Toronto

- St. Lawrence Market Neighbourhood BIA
- St. Lawrence Neighbourhood Association
- The 519
- The Bentway Conservancy
- The Danny BIA
- The Friends of Fort York and Garrison Common
- The Neighbourhood Organization (TNO)
- Thorncliffe Park Community Association
- Thorncliffe Park Women's Committee
- Thorncliffe Soccer Club
- Toronto Aboriginal Support Services Council
- Toronto and York Region Métis Council
- Toronto Community Housing

- Toronto Council Fire Native Cultural Centre
- Toronto Entertainment District BIA
- Toronto Entertainment District Residents Association
- Toronto Inuit Association
- Trinity Bellwoods BIA
- United Way Greater Toronto
- Waterfront for All
- Waterfront BIA
- West Don Lands Committee
- West Queen West BIA
- Wigwamen
- WoodGreen Community Services
- Wynford-Concord Residents Association
- YMCA of Greater Toronto
- 2-Spirited People of the 1st Nations

Community Stakeholders and Groups

 Aboriginal Labour Force Development Circle From: <u>Indigenous Relations</u>

To: <u>Crystal Ho</u>

Subject: FW: The Ontario Line project

Date: Thursday, November 26, 2020 9:58:12 AM

Attachments: <u>image001.png</u>

From:

Sent: September-25-20 12:09 PM

To: Indigenous Relations

Subject: RE: The Ontario Line project

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

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

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

Take care and stay safe.

Aboriginal Labour Force Development Circle



From: Indigenous Relations < <u>Indigenous Relations@metrolinx.com</u>>

Sent: Friday, September 25, 2020 11:40 AM

To:

Subject: The Ontario Line project

Aanii ,

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

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

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

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

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

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

Aaron McMillan

Community Relations Specialist, Indigenous Relations Office Metrolinx
10 Bay St | Toronto | Ontario | M5J 2W3
C: 416.274.3676



Community Stakeholders and Groups

• Aboriginal Legal Services

From:

Sent: October-02-20 7:30 AM **To:** Indigenous Relations

Subject: Re: The Ontario Line project

Good morning,

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

Thank you

From: Indigenous Relations < lndigenousRelations@metrolinx.com>

Sent: 25 September 2020 11:32

To:

Cc: Ontario Line < ontarioline@metrolinx.com>

Subject: The Ontario Line project

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Community Relations Specialist, Indigenous Relations Office Metrolinx
10 Bay St | Toronto | Ontario | M5J 2W3
C: 416.274.3676



From: <u>Indigenous Relations</u>
To: <u>Ontario Line</u>

Subject: FW: The Ontario Line project

Date: Friday, September 25, 2020 1:18:02 PM

Attachments: <u>image003.png</u>

From: Indigenous Relations

Sent: Friday, September 25, 2020 11:38 AM

To:

Subject: The Ontario Line project

Aanii

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Aaron McMillan

Community Relations Specialist, Indigenous Relations Office

Metrolinx

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



Community Stakeholders and Groups

• Amazing Moss Park



Sent: December 1, 2020 4:55 PM

Subject: Ontario Line Update: Early Works Report - Exhibition Station

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As project planning and design advance in 2021, Metrolinx will complete and publish additional Early Works Reports and an Environmental Impact Assessment Report.

Let us know if you have any questions regarding the reports.

Stay warm and safe!

The Ontario Line Community Relations team



Community Stakeholders and Groups

• Anishnawbe Health Toronto

From: <u>Indigenous Relations</u>

To: Ontario Line

Subject: The Ontario Line project

Date: Friday, September 25, 2020 11:41:51 AM

Attachments: <u>image003.png</u>

Aanii !

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Aaron McMillan

Community Relations Specialist, Indigenous Relations Office Metrolinx
10 Bay St | Toronto | Ontario | M5J 2W3
C: 416.274.3676



Community Stakeholders and Groups

 Association for Native Development in the Performing and Visual Arts **From:** Indigenous Relations **Sent:** September-25-20 1:42 PM

To: Aaron McMillan <Aaron.McMillan@metrolinx.com>

Subject: FW: The Ontario Line project

From:

Sent: September-25-20 1:41 PM

To: Indigenous Relations

Subject: Re: The Ontario Line project

Hi Aaron,

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



On Fri, Sep 25, 2020 at 11:33 AM Indigenous Relations < <u>Indigenous Relations@metrolinx.com</u>> wrote:

Aanii ,

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Miigwetch!

Aaron McMillan

Community Relations Specialist, Indigenous Relations Office Metrolinx

10 Bay St | Toronto | Ontario | M5J 2W3

C: 416.274.3676



Community Stakeholders and Groups

 Beaconsfield Village Residents Association



Sent: December 1, 2020 4:55 PM

Subject: Ontario Line Update: Early Works Report - Exhibition Station

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Let us know if you have any questions regarding the reports.

Stay warm and safe!

The Ontario Line Community Relations team

Community Stakeholders and Groups

Building Roots



Sent: December 1, 2020 11:14 AM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

• Campbell House Museum



Sent: December 1, 2020 11:14 AM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

• CF Toronto Eaton Centre



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The Ontario Line Community Relations team

Community Stakeholders and Groups

Chinatown BIA



Sent: December 1, 2020 11:14 AM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

• CityPlace Fort York BIA



Sent: December 1, 2020 4:55 PM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

 CityPlace Residents' Association



Sent: December 1, 2020 4:55 PM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

• Community Living Toronto



Sent: December 1, 2020 11:14 AM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

 Corktown Residents and Business Association



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Community Stakeholders and Groups

Danforth BIA



Sent: December 1, 2020 4:55 PM

Subject: Ontario Line Update: Early Works Report - Exhibition Station

As the next step in the environmental assessment process for the Ontario Line, Metrolinx has released the draft Early Works Report for Exhibition Station for public consultation.

The report provides details on the planned upgrades at Exhibition Station, the anticipated impacts from construction and the steps Metrolinx and its contractors can take to mitigate these effects. Station concourse planning and design is still in progress. The release of the draft Early Works report initiates a consultation period in which the public will be able to share their feedback on its findings and recommendations. Feedback is requested by January 5, 2021.

We have also posted the <u>Final Environmental Conditions Report</u> which has been updated to include feedback received during the consultation period, September 17 – October 17, 2020.

As project planning and design advance in 2021, Metrolinx will complete and publish additional Early Works Reports and an Environmental Impact Assessment Report.

Let us know if you have any questions regarding the reports.

Stay warm and safe!

The Ontario Line Community Relations team

Community Stakeholders and Groups

Danforth Residents Association



Sent: December 1, 2020 4:55 PM

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Stay warm and safe!

The Ontario Line Community Relations team

Community Stakeholders and Groups

• Distillery Historic District



Sent: December 1, 2020 11:14 AM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

 Don Mills Residents Inc. (DMRI)



Sent: December 1, 2020 11:14 AM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

Downtown Yonge BIA



Sent: December 1, 2020 11:14 AM

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Stay warm and safe!

The Ontario Line Community Relations team

Community Stakeholders and Groups

• East End Transit Alliance



Sent: December 1, 2020 11:14 AM

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Stay warm and safe!

The Ontario Line Community Relations team

Community Stakeholders and Groups

• Flemingdon Health Centre



Sent: December 1, 2020 11:14 AM

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Let us know if you have any questions regarding the reports.

Stay warm and safe!

The Ontario Line Community Relations team

Sent: September 30, 2020 11:01 AM

To:

Subject: Ontario Line - updated information

Dear Flemingdon Health Centre staff,

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

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

Our website was recently updated with:

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

Please read our blog and sign up for our e-newsletter to learn more.

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

Thank you,

The Ontario Line Community Relations Team

★ METROLINX

Community Stakeholders and Groups

• Fontbonne Ministries



Sent: December 1, 2020 11:14 AM

Subject: Ontario Line Update: Early Works Report - Exhibition Station

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Let us know if you have any questions regarding the reports.

Stay warm and safe!

The Ontario Line Community Relations team

Community Stakeholders and Groups

 Fort York Neighbourhood Association



Sent: December 1, 2020 11:14 AM

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Stay warm and safe!

The Ontario Line Community Relations team

Community Stakeholders and Groups

Friends of Flemingdon Park



Sent: December 1, 2020 11:14 AM

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Stay warm and safe!

The Ontario Line Community Relations team

Community Stakeholders and Groups

• Friends of Moss Park



Sent: December 1, 2020 4:55 PM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

• Friends of Trinity Bellwoods Park



Sent: December 1, 2020 4:55 PM

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Stay warm and safe!

The Ontario Line Community Relations team

Community Stakeholders and Groups

• Gabriel Dumont Institute



From: Indigenous Relations

Sent: Friday, September 25, 2020 11:34 AM

To:

Subject: FW: The Ontario Line project

Aanii ,

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

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

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

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

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

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

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

Aaron McMillan

Community Relations Specialist, Indigenous Relations Office

Metrolinx

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



Community Stakeholders and Groups

• Garden District Residents Association



Sent: December 1, 2020 4:55 PM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

• Garment District Neighbourhood Association



Sent: December 1, 2020 11:14 AM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

 Gooderham and Worts Neighbourhood Association



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The Ontario Line Community Relations team

Community Stakeholders and Groups

 Grange Community Association



Sent: December 1, 2020 11:14 AM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

• Green Communities Canada



Sent: December 1, 2020 11:14 AM

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The Ontario Line Community Relations team

Community Stakeholder and Groups

 Lakeshore East Community Advisory Committee



Sent: December 1, 2020 11:14 AM

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Stay warm and safe!

The Ontario Line Community Relations team



Re: Ontario Line engagement update

1 message

Mon, Jul 20, 2020 at 10:04 AM

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

Cc:

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

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

Sincerely,

On Mon, Jul 20, 2020 at 8:16 AM Josh Vandezande <Josh.Vandezande@metrolinx.com> wrote:

Hi

We are working on getting the environmental reports and other updates ready. As soon as we have a firm timeline for release, we will let you know.

As you know, the environmental process includes several reports. Each report includes a 30-day public comment period and followed by a final report that includes consultation details and feedback received, prior to any work beginning. Here are the reports you can expect to see in the next few months:

- Environmental Conditions Report (for the entire line) a description of existing environmental conditions, a preliminary description of potential impacts the Project may have on the environment and a description of studies that will be carried out as part of the Environmental Impact Assessment Report/Early Works Report. To be released in July/August.
- Early Works Report (for areas where early works will be undertaken prior to the beginning of the main P3 contracts, including Riverside) a description of the early works, local environmental conditions, and an outline of anticipated Early Works-specific environmental impacts (including noise and vibration), mitigation measures, monitoring activities, and potentially required permits and approvals. To be released in July September.

Once released, feedback will be collected through the website, email and phone. We will also have regular meetings with the LSE CAC and other community groups to discuss these reports and other information about progress on the Ontario Line.

The **Environmental Impact Assessment Report** (for the entire line) a description of scope of work, local environmental conditions, anticipated environmental impacts, mitigation measures, monitoring activities, and potentially required permits and approvals. Feedback will be collected on line as with the above and we're hopeful that smaller in-person meetings are also possible by that time. To be released later in 2021.

1 of 6

Thanks for following up. I hope this helps.

Josh

From:

Sent: Friday, July 17, 2020 9:26 AM

To: Josh Vandezande

Cc:

Subject: Re: Ontario Line engagement update

Hi Josh: I appreciate your attempts to answer our questions, but I confess I'm even more confused as to when information will be shared, and when you are asking the community for feedback on it.

- Q 1: Is the updated Noise and Vibration Report included in the Environmental Impact Assessment Report??
- Q 2: If not, when will this studies be released?
- Q 3: At our last meeting in May, there were to be specific community presentations on this N&V report, this summer, is this still planned?

Do I have your information correct?

- 1. In a few weeks from now we will be getting from Metrolinx the following information, and we will be able to give feedback and ask questions on the Mx Engage website/Mx email/ phone line:
 - · More details about the alignment, or route, of the line
 - · Stations locations and some initial design concepts
 - · A report on existing environmental conditions
 - · Procurement activities and anticipated construction timelines.
- 2. September, the EA Reports are released and we have 30 days to give feedback on them not sure at this point where to give feedback or how?
- 3. Most feedback questions will be answered by Metrolinx and the project teams will take it into consideration with other factors.
- 4. Public engagement will continue through the Fall. No date for the Mx Community Offices opening.

Is this basically correct?

2 of 6 11/1/2020, 2:05 PM

Thank you.

On Fri, Jul 17, 2020 at 7:39 AM Josh Vandezande Josh.Vandezande@metrolinx.com wrote:

Hi Live I, I've updated my original message to you with some more information to address your questions. Note that while we don't have an exact start date yet due to the need to get everything ready online and complete elected official briefings prior to public engagement, the only fixed timeframe for consultation is for the various environmental reports which have a prescribed timeline for public comment (30 days) followed by an issues resolution process. The rest of the engagement will be ongoing and we'll notify people as new information is available.

Planning for the Ontario Line subway project is continuing, including gathering information to refine the design and engineering plans, procurement planning, due diligence work and conducting environmental studies. We recognize that people have specific questions and the work currently underway will help us provide detailed answers. We're still working out the exact start date but here's some information about what people can expect.

Beginning in late July/early August and continuing through the fall, Metrolinx will be sharing the latest information about the project on Metrolinx Engage for public input and feedback, including:

- · More details about the alignment, or route, of the line
- Stations locations and some initial design concepts
- · A report on existing environmental conditions
- Reports on anticipated environmental impact and recommended mitigations (September)
- · Procurement activities and anticipated construction timelines.

There will be a range of ways to provide feedback:

- **online public comment forums** on Metrolinx Engage, where Metrolinx staff post responses to all questions (responses within 3-5 business days)
- · direct email to ontarioline@metrolinx.com (responses within 24 hours to 10 days, depending on volume and complexity of questions)
- phone calls to 416-212-5100, and
- community group meetings.

All feedback is shared with the project team and they consider it alongside factors like overall passenger experience, cost and technical feasibility as we continue to advance the project. We will regularly share updates on what we heard through public engagement, as we did in the summary report following the initial public engagements in early 2020. We are also adding a list of frequently asked questions (and answers) to the website and will be updating it regularly as new themes emerge. It is important to note that answers to specific questions may not be immediately available, depending on the state of

3 of 6

Gmail - Re: Ontario Line engagement update

the design and engineering work or other inputs such as geotechnical investigations or environmental reports which are still in progress.

Concerns regarding the environmental reports, received during the 30-day public review period that follows the public notice and release of the report, will be:

- · Considered by Metrolinx who will attempt to resolve them in a way that does not cause unreasonable delay to the implementation of the Ontario Line Project, particularly if there is a potential for a negative impact on:
 - o a matter of provincial importance that relates to the natural environment;
 - o a matter of provincial importance that has cultural heritage value or interest; or
 - o the existing aboriginal or treaty rights of the aboriginal peoples of Canada.
- Documented in the consultation record for the project and included in the final environmental reports.

Once launched, engagement will be ongoing. Participation will be promoted through elected officials, community groups and broadly on social and mainstream media. To protect public health, information will be shared through project websites and virtual meetings which will include several different ways for people to provide feedback and ask questions.

In the meantime, the Ontario Line Community Relations Team is the conduit for information and dialogue:

· Email: ontarioline@metrolinx.com

· Phone: 416-212-5100

Community Offices (opening once public health conditions allow and renovations are complete).

We will send you an update once we know when information is ready to be shared and will suggest some dates for a next meeting with your group.

Let me know if you have any questions.

Josh

From:

Sent: Wednesday, July 15, 2020 3:46 PM

To: Josh Vandezande

Cc:

Subject: Re: Ontario Line engagement update

Hi Josh: Thank you for this information. Can you please answer these questions for us before Monday's community meeting?

- 1. Specific dates online community consultations will start and finish?
- 2. Specific platforms or apps being used? Facebook? Twitter?

4 of 6 11/1/2020, 2:05 PM

3. Can a person give feedback more than once and on different topics′	3.	Can a ı	oerson	aive	feedback	more t	than	once and	on d	different to	pics?
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- 4. Will the community's questions be given answers from Mx?
- 3. How will feedback be used by Metrolinx?
- A. Will feedback change design plans?
- 4. Will Metrolinx be sharing the feedback with the community?

Many thanks!

On Wed., Jul. 15, 2020, 3:01 p.m. Josh Vandezande, <Josh.Vandezande@metrolinx.com> wrote:

Hi

Planning for the Ontario Line subway project is continuing, including gathering information to refine the design and engineering plans, procurement planning, due diligence work and conducting environmental studies. We recognize that people have specific questions and the work currently underway will help us provide detailed answers. We're still working out the exact start date but here's some information about what people can expect.

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5 of 6 11/1/2020, 2:05 PM

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Feel free to give me a call if you have any questions.

Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

Mobile: 437-218-5436

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6 of 6

LAKESHORE EAST **COMMUNITY ADVISORY COMMITTEE**

Via Teleconference Wednesday, May 13, 2020- 6:30 to 8:00 p.m.

Committee Members Present

Metrolinx

Siricius Augustin

Houtan Moravej

Andre Marois

Nima Nouri

Malcolm McKay

James Francis

Carrie Sheaffer

Mirjana Osojnicki

Leila Sotoudeh

Franca Di Giovanni

Nicole Panchal

Josh Vandezande

Carmen Rapati

Community Representatives	

Elected Officials & Staff

MPP Peter Tabuns

Councillor Paula Fletcher

Councillor Brad Bradford

Paul Bieksa, Administrative & Constituency Relations, Councillor Brad Bradford's Office

Daryl Finlayson, Policy Advisor, Councillor Paula Fletcher's Office

Nicolas Valverde, Constituency Assistant, Councillor Paula Fletcher's Office

1.0 <u>SAFETY MOMENT</u>

Nicole Panchal provided the Safety Briefing, and gave an example of working outside safely, posture awareness, and being aware of your surroundings for you and your family.

2.0 WELCOME AND INTRODUCTIONS

Josh Vandezande thanked all for joining the meeting and explained a presentation would follow.

Josh Vandezande invited elected officials to share some opening comments. MPP Peter Tabuns also noted the construction happening without notification as an issue for the community. Councillor Paula Fletcher noted that her constituents do not want tracks operating at a level above their houses, there are concerns about safety of the Ontario Line and the six tracks, and there is a need for a clear protocol for construction notification. Councillor Brad Bradford had the same sentiments as already noted. sincerely thanked the elected officials for their generous support and time during this pandemic lockdown.

, CAC, noted that there have been several construction activities occurring where no notice of construction was received from Metrolinx. Citing drilling work currently being conducted as part of the Ontario Line at Dundas and Logan, notice was only received online and sent around by Peter Tabuns office, and the notice had nothing about storing equipment in the Bruce Mackey park. The second incident was east at Aldergrove Avenue (Gerrard/Coxwell) where overnight track work was taking place around 1:00 am with lights shining in homes and shouting and loud drilling. Neighbourhood was not given any notice of this work. Two other drilling/sampling incidents happened as well on Aldergrove Ave. May 14 and May 22, and no notice of work was given to the area.

CAC wants to know why this is happening and what is the breakdown in the notification process? How can this be fixed? quoted Metrolinx when they said they wanted to 'Build Relationships' in our communities. Metrolinx must establish trust within our communities and advanced notice must be given and bylaws followed, especially during this lockdown when we are all at home.

asked how long will it take Metrolinx to fix this? Metrolinx promised to review this process and make it work. CAC notes that the process worked better when Metrolinx used the CAC to help disseminate info into our communities.

Nicole Panchal responded by explaining that this was an oversight on Metrolinx' part, and we are working through our internal processes to determine what happened. She acknowledged that these projects are going through the planning phase and preliminary stages

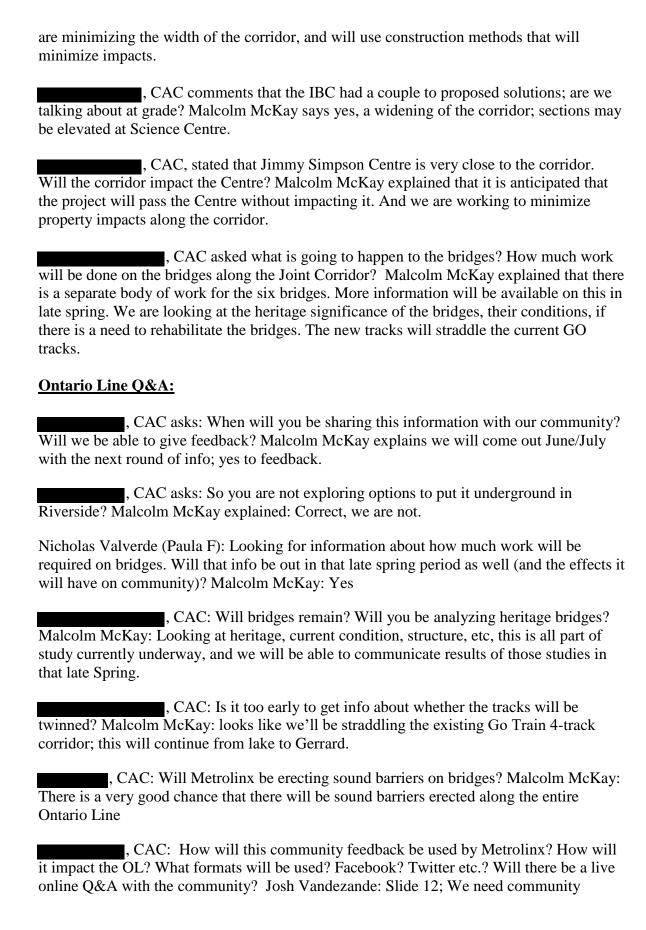
and our teams are not yet as aligned as we would like. Metrolinx reinforced with our internal teams the importance of keeping the community informed and sharing construction information with the community in advance. CAC asked about the possibility of a 24 hour community hotline to be able to respond to middle of the night concerns.
Action: Metrolinx is working to establish a community hotline for the main project phase. During the interim, our team has regional email addresses, torontoeast@metrolinx.com or ontarioline@metrolinx.com, that we monitor. Please get in touch.
3.0

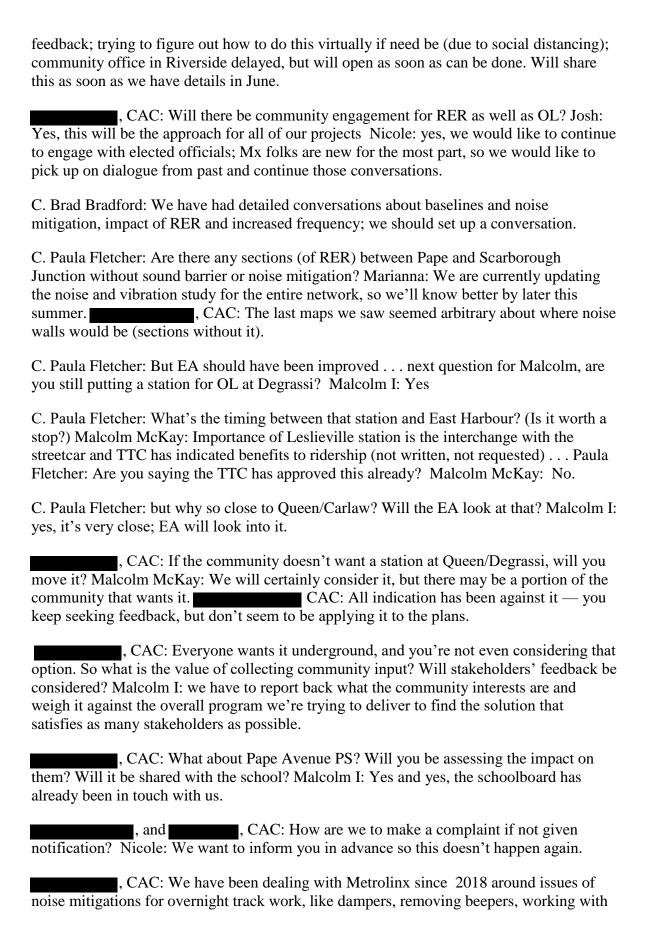
4.0 ONTARIO LINE

Malcolm McKay provided an overview of the Ontario Line. There were five community meetings in February and we had great discussions at these meetings that we can carry forward into our work. The Ontario Line is above ground through the GO Corridor in this area which we are calling the Joint Corridor. Currently, we are completing EA investigations, noise & vibration assessments, and cultural heritage assessments. Procurement activities are being evaluated for the Ontario Line. Andre Marois and Nima Nouri manage the early works for the Joint Corridor. These early works will be completed in advance of the major Ontario Line project. There will be more public meetings in late spring to early summer. We will share the results of the noise and vibration studies. Currently, there is little noise and vibration mitigation along the corridor. But as part of the Ontario Line project, we will improve this mitigation along the entire joint corridor, including on bridges.

said that Metrolinx has talked about robust community meetings and engagement. We were told the alignment could change. But is it now a done deal that this section of the Ontario Line is above ground? Are you even studying other options?

Malcolm McKay explained that the member's understanding is correct. There are no studies for an underground section in this area. There are strong benefits of using the Metrolinx corridor and the East Harbour Station platform and a strong community and environmental impacts mitigation strategy: continuously welded rail, automatic controlled trains with automatic breaking as well as sound walls will mitigate noise and vibration. We





barn doors on lighting, general mitigation efforts around track work. Why is happening and how can we fix it? Nicole: let's side-channel this.

C. Paula Fletcher: You should know that the noise bylaws have been overridden by emergency orders.

Nicholas Valverde: Are stations being reconsidered given the economic slowdown?

Malcolm McKay: Looking at a 8-year horizon and what ongoing effects of real estate pullback and economic recession might be.

Nicole Panchal: Any other questions? also note that part of our consultation process is that we will consult with elected officials then to brief the stakeholders group; likely another meeting in a month's time. Send follow-up questions.

5.0 ENVIRONMENTAL PROGRAMS: JOINT CORRIDOR

Josh Vandezande asked if members had any questions about the environmental studies timelines on slide 13. asked about timing of the EA reports. Josh Vandezande explained that we have been as precise as possible at this time and will keep updating the LSE CAC. Mirjana Osojnicki stated that the draft EA reports for OnCorr should be complete this summer and the report posted a month or two later.

6.0 WRAP UP AND NEXT MEETING

, CAC asked about the impacts COVID and explained that no one knows what the future looks like and where the centres of industry will be. e asked how does COVID impact Ontario Line planning? Malcolm McKay explained that Metrolinx is discussing this with our real estate professionals at Infrastructure Ontario. They are discussing how a potential recession could impact property values and businesses and the project. We are monitoring the ongoing impacts of a real estate decline on Transit Oriented Communities. The Ontario Line project is more than seven years away and there might be a "new normal" at this time.

In closing, Nicole Panchal stated that Metrolinx will brief Elected Officials before the next round of Ontario Line public meetings. The LSE CAC will receive information before the public meetings.

Action:

- Metrolinx plans to meet with the CAC at regular intervals going forward and again in a month's time. We will share more details on this soon.
- Metrolinx will strive to communicate construction information to the community in advance.
- Metrolinx will share information on the format and content of the next round of public engagement at the next CAC meeting by June.

ACTION LIST

Action Item 1 – Metrolinx is working to establish a community hotline for the main project phase. Our team has a regional email addresses, <u>torontoeast@metrolinx.com</u> and ontarioline@metrolinx.com, that we monitor. Please get in touch.

Action Item 2 – Metrolinx plans to meet with the CAC at regular intervals going forward and again in a month's time. We will share more details on this soon.

Action Item 3 – Metrolinx will strive to communicate construction information to the community in advance.

Action Item 4 – Metrolinx will share information on the format and content of the next round of public engagement at the next CAC meeting by June.

Dear Nicole:

Thank you for your phone call on Tuesday, Feb. 11. As indicated on our call, I am following up to clarify a few things based on the "On Corridor Public Consultation Briefing," presentation file dated February 6, 2020:

You mentioned over the phone that no RFP will be issued for the LSE Enabling Works and that contractors will be chosen and contracted individually per project, but the timeline on Page 18 shows the RFP coming out in 2020.

- Q1: Please confirm that the timeline provided is incorrect and that no RFP for Enabling Works will be issued.
- Q2: What is the new timing of the On Corridor works for LSE?
- Q3: Will track clearing begin in Spring 2021, as indicated on the timeline?

Slide 11, "Go Rail Network Electrification," indicates Metrolinx is "proposing to electrify 6 of 8 rail corridors." For over two years we have been working with the assumption that electrification of the LSE corridor is happening, but it seems no further ahead.

 Q4: When will the RFP for Phase II (electrification) be issued? This is not indicated on the timeline.

The timeline on Page 18 shows construction of early works beginning in approximately one year (2021).

- Q5: When in 2021 will this work commence and for how long?
- Q6: In what specific areas will the enabling works to place?
- Q7: Please provide a detailed project schedule we can provide to our communities.
- Q8: How will communities be notified of early works construction in their area?
- Q9: Where are the construction staging areas?
- Q10: Will residents have the ability to comment on and provide suggestions on construction staging areas?
- Q11: Will there be a 24/7 phone number for residents to call with concerns about disruptive construction, including excessive noise, safety concerns?

We were advised by Metrolinx in November 2019 that tree removal would not be required within the Riverside 2km corridor (Eastern to Gerrard).

 Q12: Please confirm that this 2km corridor is considered separate from the rest of the On Corridor project. Q13: Please confirm that the vegetation removal and track bed preparations, identified as beginning in spring of 2021 in the timeline on page 18, does not pertain to the 2km corridor from Eastern to Gerrard.

I understood from our call that the noise and vibration report will be delayed as it is being revised to measure impacts of the Ontario Line.

- Q 14: Slide 15, "Noise & Vibration Along Joint Corridor" states "Results and proposed mitigation approach to be shared at upcoming Ontario Line public meetings anticipated Spring 2020." Is this timeline still correct?
- Q15: Will the format of sharing this information (Ontario Line public meetings) be similar to the recently-held Ontario Line open houses? Please confirm the format.
- Q16: Can your public meeting format be revised to include an open forum question and answer period between community residents and Metrolinx staff involved in the noise and vibration assessment?

Feedback on the format of the recent Ontario Line open houses was very negative. Residents were provided conflicting information from different Metrolinx staffers, some information provided was entirely incorrect (e.g. some residents were advised that a full EA would be completed for the Ontario Line).

- Q17: Slide 20 states "open house, drop-in format" for the public information centres, but this approach has proven to be ineffective. How will future community consultations be improved, based on the lessons learned from the open houses?
- Q18: The open houses were not examples of public consultations, because the public wasn't consulted at all. Information was shared one way from Metrolinx to residents. What mechanisms will be put in place to allow a true consultative approach moving forward?
- Q19: Several residents have advised us that they have written letters to Phil Verster, Metrolinx CEO, complaining about the format of the recent open houses and demanding answers to their outstanding questions. These residents have yet to receive any type of response from their emails. When can residents expect answers to their questions?
- Q20: When will the Metrolinx Ontario Line Project Office on Queen St. East in our neighbourhood be opening, your timeline indicates spring?
- Q21: What are the hours of operation of the Metrolinx Ontario Line Project Office in our community?
- Q22: What is the contact information (phone and email address) of the Metrolinx Ontario Line Project Office in our community?
- Q23: Who will staff the Metrolinx Ontario Line Project Office in our community (i.e. job titles
 of people who will be taking questions from the public).

 Q24: What will be done with any feedback or comments received at the Metrolinx Ontario Line Project Office? Please specify your method of collecting feedback, sharing feedback with the Ontario Line project team, and providing responses to residents.

We have a number of outstanding questions that are not addressed by this presentation deck:

- Q25: This deck does not state the impact of construction and operation of the Ontario Line on Pape School, Jimmy Simpson Recreation Centre, and Fontbonne Ministries. Please clarify the impact of the Ontario Line, from construction to operation, on Pape School, Jimmy Simpson Recreation Centre, and Fontbonne Ministries.
- Q26: When will the information requested in Q25 be made available?
- Q27: The timeline on slide 18 suggests the environmental assessment process for the Ontario Line will occur at the same time as the procurement process (RF) instead of completing the assessment process before, which is the traditional approach. Could Metrolinx clarify what environmental assessment process will be used on the Ontario Line in Riverside, and when this environmental assessment process will begin and end?
- Q28: Will the new "Noise and Vibration Report," be part of the environmental assessment or will there be another study in our neighbourhood as part of the environmental assessment?
- Q29: When will this new study planned?
- Q30: As part of the EA, will you be doing a Cultural Heritage Assessment Report in Riverside, or will you be re-using the "Heritage Impact Assessments for Riverside and Queen Street Reports," that were a part of the RER EPR?
- Q31: When do you expect to have these answers?

Community Stakeholder and Groups

 Leaside Residents Association



Sent: December 1, 2020 11:14 AM

Subject: Ontario Line Update: Early Works Report - Exhibition Station

As the next step in the environmental assessment process for the Ontario Line, Metrolinx has released the draft Early Works Report for Exhibition Station for public consultation.

The report provides details on the planned upgrades at Exhibition Station, the anticipated impacts from construction and the steps Metrolinx and its contractors can take to mitigate these effects. Station concourse planning and design is still in progress. The release of the draft Early Works report initiates a consultation period in which the public will be able to share their feedback on its findings and recommendations. Feedback is requested by January 5, 2021.

We have also posted the <u>Final Environmental Conditions Report</u> which has been updated to include feedback received during the consultation period, September 17 – October 17, 2020.

As project planning and design advance in 2021, Metrolinx will complete and publish additional Early Works Reports and an Environmental Impact Assessment Report.

Let us know if you have any questions regarding the reports.

Stay warm and safe!

The Ontario Line Community Relations team

Community Stakeholder and Groups

Leslieville BIA



Sent: December 1, 2020 11:14 AM

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Let us know if you have any questions regarding the reports.

Stay warm and safe!

The Ontario Line Community Relations team

Community Stakeholder and Groups

• Liberty Village BIA



Sent: November 30, 2020 5:52 PM

To: executivedirector@libertyvillagebia.com; admin@libertyvillagebia.com **Subject:** Ontario Line Update: Early Works Report - Exhibition Station

Hi ,

I hope you have been well and staying safe! I am writing to provide you with an update on the latest milestone in the Ontario Line project.

As the next step in the environmental assessment process for the Ontario Line, Metrolinx has released the draft Early Works Report for Exhibition Station for public consultation. The report provides details on the planned upgrades at Exhibition Station, the anticipated impacts from construction and the steps Metrolinx and its contractors can take to mitigate these effects. Station concourse planning and design is still in progress. The release of the draft Early Works report initiates a consultation period in which the public will be able to share their feedback on its findings and recommendations. Feedback is requested by January 5, 2021.

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As project planning and design advance in 2021, Metrolinx will complete and publish additional Early Works Reports and an Environmental Impact Assessment Report. If you have any questions, please do not hesitate to reach out.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

Community Stakeholder and Groups

• Liberty Village Residents Association



Sent: November 30, 2020 5:55 PM **To:** libertyresidents@gmail.com

Subject: Ontario Line Update: Early Works Report - Exhibition Station

Dear Liberty Village Residents' Association,

We hope this message finds you well. As the next step in the environmental assessment process for the Ontario Line, Metrolinx has released the draft Early Works Report for Exhibition Station for public consultation. The report provides details on the planned upgrades at Exhibition Station, the anticipated impacts from construction and the steps Metrolinx and its contractors can take to mitigate these effects. Station concourse planning and design is still in progress. The release of the draft Early Works report initiates a consultation period in which the public will be able to share their feedback on its findings and recommendations. Feedback is requested by January 5, 2021.

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All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

attachments.

Community Stakeholders and Groups

• March of Dimes Canada



Sent: December 1, 2020 11:14 AM

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Let us know if you have any questions regarding the reports.

Stay warm and safe!

The Ontario Line Community Relations team

Community Stakeholders and Groups

 Miziwe Biik Aboriginal Employment & Training



From: Indigenous Relations

Sent: Friday, September 25, 2020 11:35 AM

To:

Subject: The Ontario Line project

Aanii ,

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

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

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

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

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

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

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

Aaron McMillan

Community Relations Specialist, Indigenous Relations Office

Metrolinx

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



Community Stakeholders and Groups

• Native Canadian Centre of Toronto



From: Indigenous Relations

Sent: Friday, September 25, 2020 11:37 AM

To:

Subject: The Ontario Line project

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Aaron McMillan

Community Relations Specialist, Indigenous Relations Office

Metrolinx

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



Community Stakeholders and Groups

• Native Men's Residence



From: Indigenous Relations

Sent: Friday, September 25, 2020 11:36 AM

To:

Subject: The Ontario Line project

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Aaron McMillan

Community Relations Specialist, Indigenous Relations Office

Metrolinx

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



Community Stakeholders and Groups

 Native Women's Resource Centre



From: Indigenous Relations

Sent: Friday, September 25, 2020 11:35 AM

To:

Subject: The Ontario Line project

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Aaron McMillan

Community Relations Specialist, Indigenous Relations Office

Metrolinx

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



Community Stakeholders and Groups

• Nishnawbe Homes

From:

Sent: September-29-20 /:32 AM

To: Indigenous Relations

Subject: RE: The Ontario Line project

Aanii Aaron,

I hope you and those in your bubble are well and safe. Thank you for the update on the work being done on the Ontario Line. It is exciting to know future plans to have areas of the city connected with Toronto's core. I have registered for updates as many members of my family will be affected with the new line.

Again, thanks for the information and stay well.

Baamaapii,

From: Indigenous Relations [mailto:IndigenousRelations@metrolinx.com]

Sent: September 25, 2020 11:37 AM

To:

Subject: The Ontario Line project

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Aaron McMillan

Community Relations Specialist, Indigenous Relations Office Metrolinx
10 Bay St | Toronto | Ontario | M5J 2W3
C: 416.274.3676



Community Stakeholders and Groups

 Ontario Aboriginal HIV/AIDS Strategy From: <u>Indigenous Relations</u>

To: Cc:

Ontario Line

Subject:

The Ontario Line project

Date: Friday, September 25, 2020 11:41:20 AM

Attachments: <u>image003.png</u>

Aanii!

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

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

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

Aaron McMillan

Community Relations Specialist, Indigenous Relations Office Metrolinx
10 Bay St | Toronto | Ontario | M5J 2W3
C: 416.274.3676



Community Stakeholders and Groups

• Ontario Place for All



Sent: December 1, 2020 4:55 PM

Subject: Ontario Line Update: Early Works Report - Exhibition Station

As the next step in the environmental assessment process for the Ontario Line, Metrolinx has released the draft Early Works Report for Exhibition Station for public consultation.

The report provides details on the planned upgrades at Exhibition Station, the anticipated impacts from construction and the steps Metrolinx and its contractors can take to mitigate these effects. Station concourse planning and design is still in progress. The release of the draft Early Works report initiates a consultation period in which the public will be able to share their feedback on its findings and recommendations. Feedback is requested by January 5, 2021.

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Let us know if you have any questions regarding the reports.

Stay warm and safe!

The Ontario Line Community Relations team

Community Stakeholders and Groups

 Pape Area Concerned Citizens for Transit



Sent: December 1, 2020 11:14 AM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

 Pape Avenue Junior Public School Parent Council



Sent: December 1, 2020 11:14 AM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

• Pape Village BIA



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The Ontario Line Community Relations team

Community Stakeholders and Groups

 Parkdale Residents Association



Sent: December 1, 2020 4:55 PM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

• Parkdale Village BIA



Sent: December 1, 2020 4:55 PM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

• Queen Street West BIA



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The Ontario Line Community Relations team

Community Stakeholders and Groups

 Regent Park Neighbourhood Association



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Stay warm and safe!

The Ontario Line Community Relations team

Community Stakeholders and Groups

• Riverside BIA



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The Ontario Line Community Relations team

Community Stakeholders and Groups

• Sisters of St. Joseph of Toronto



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The Ontario Line Community Relations team

Community Stakeholders and Groups

 St. Lawrence Market Neighbourhood BIA



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The Ontario Line Community Relations team

Community Stakeholders and Groups

• St. Lawrence Neighbourhood Association



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The Ontario Line Community Relations team

Community Stakeholders and Groups

• The 519



Sent: December 1, 2020 11:14 AM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

• The Bentway Conservancy

From: Ontario Line Sent: November 30, 2020 5:59 PM
To: Cc:
Subject: Ontario Line Update: Early Works Report - Exhibition Station
Dear and The Bentway team,
I hope you have been well and staying safe! I am writing to provide you with an update on the latest milestone in the Ontario Line project.
As the next step in the environmental assessment process for the Ontario Line, Metrolinx has released the draft Early Works Report for Exhibition Station for public consultation. The report provides details on the planned upgrades at Exhibition Station, the anticipated impacts from construction and the steps Metrolinx and its contractors can take to mitigate these effects. Station concourse planning and design is still in progress. The release of the draft Early Works report initiates a consultation period in which the public will be able to share their feedback on its findings and recommendations. Feedback is requested by January 5, 2021.
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As project planning and design advance in 2021, Metrolinx will complete and publish additional Early Works Reports and an Environmental Impact Assessment Report. If you have any questions, please do not hesitate to reach out.
All the best,
Caitlin
Caitlin Docherty Community Relations & Issues Specialist – Ontario Line

Community Stakeholders and Groups

• The Danny BIA



Sent: December 1, 2020 4:55 PM

Subject: Ontario Line Update: Early Works Report - Exhibition Station

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The Ontario Line Community Relations team

Community Stakeholders and Groups

The Friends of Fort York and Garrison Common



Sent: December 1, 2020 11:14 AM

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Stay warm and safe!

The Ontario Line Community Relations team

Sent: September 17, 2020 3:48 PM

То:

Subject: Ontario Line update - meeting request

Dear The Friends of Fort York and Garrison Common,

I am writing on behalf of Metrolinx and its Community Relations team to share some information about the Ontario Line project and to find out how we can support your organization as the project moves along. Metrolinx is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. The four priority subway projects will deliver more service, create new connections to transit lines and ultimately make it easier for customers to access our services.

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

Typically, we would be conducting open houses in neighbourhoods

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

We encourage people to subscribe to our e-newsletter to stay updated on the latest Ontario Line developments. The form to subscribe is located <u>here</u>.

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

We look forward to connecting with you soon.

Caitlin

The Ontario Line Community Relations team

⇒ METROLINX

Community Stakeholders and Groups

 The Neighbourhood Organization (TNO)



Sent: December 1, 2020 11:14 AM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

 Thorncliffe Park Community Association



Sent: December 1, 2020 11:14 AM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

• Thorncliffe Park Women's Committee



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The Ontario Line Community Relations team

Community Stakeholders and Groups

• Thorncliffe Soccer Club



Sent: December 1, 2020 11:14 AM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

 Toronto Aboriginal Support Services Council From: Indigenous Relations
To: Cc: Ontario Line

Subject: The Ontario Line project

Date: Friday, September 25, 2020 11:30:50 AM

Attachments: <u>image003.png</u>

Aanii ,

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Aaron McMillan

Community Relations Specialist, Indigenous Relations Office Metrolinx
10 Bay St | Toronto | Ontario | M5J 2W3
C: 416.274.3676



Community Stakeholders and Groups

 Toronto and York Region Métis Council From:

Sent: September-25-20 12:56 PM

To: Indigenous Relations

Subject: Re: The Ontario Line project

not sure if you can put the link on our facebook, you can try ???

From: Indigenous Relations < <u>Indigenous Relations@metrolinx.com</u>>

Sent: September 25, 2020 11:40 AM

То:

Subject: The Ontario Line project

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Aaron McMillan

Community Relations Specialist, Indigenous Relations Office Metrolinx
10 Bay St | Toronto | Ontario | M5J 2W3
C: 416.274.3676



Community Stakeholders and Groups

• Toronto Community Housing



Sent: December 1, 2020 11:14 AM

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Stay warm and safe!

The Ontario Line Community Relations team

Community Stakeholders and Groups

• Toronto Council Fire Native Cultural Centre



From: Indigenous Relations

Sent: Friday, September 25, 2020 11:38 AM

To:

Subject: The Ontario Line project

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Aaron McMillan

Community Relations Specialist, Indigenous Relations Office

Metrolinx

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



Community Stakeholders and Groups

• Toronto Entertainment District BIA



Sent: December 1, 2020 11:14 AM

Subject: Ontario Line Update: Early Works Report - Exhibition Station

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The Ontario Line Community Relations team

Community Stakeholders and Groups

• Toronto Entertainment District Residents Association



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The Ontario Line Community Relations team

Community Stakeholders and Groups

• Toronto Inuit Association



From: Indigenous Relations

Sent: Friday, September 25, 2020 11:39 AM

To:

Subject: The Ontario Line project

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Aaron McMillan

Community Relations Specialist, Indigenous Relations Office

Metrolinx

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



Community Stakeholders and Groups

• Trinity Bellwoods BIA



Sent: December 1, 2020 4:55 PM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

• United Way Greater Toronto



Sent: December 1, 2020 11:14 AM

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The Ontario Line Community Relations team

Community Stakeholder and Groups

Waterfront for All



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The Ontario Line Community Relations team

Community Stakeholder and Groups

Waterfront BIA



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The Ontario Line Community Relations team

Community Stakeholder and Groups

- West Don Lands Committee
 - West Don Lands
 Committee Meeting
 Materials



Sent: December 1, 2020 11:14 AM

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The Ontario Line Community Relations team

Meeting notes - West Don Lands Committee Briefing (WDLC) - Sept 28th 2020

Summary:

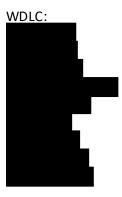
- WDLC has some concerns with heritage impacts at Corktown station and wanted to learn more about MX approach.
- Some questions on how residents will experience construction throughout the project and how staging will be organized.
- Lots of questions about flood risk from the Don River and how MX is approaching flood mitigation and coordinating with other projects/landforms in the Lower Don area.
- Excited for community engagement opportunities such as naming the expanded rail bridge, community advisory groups, adding artwork to the construction staging areas, influencing the design of the Corktown station.

Attendees:

Mx:

Josh Vandezande
Vanessa Cheng
Daryl Gonsalves
Malcolm MacKay
Carrie Sheafer
Duncan Law
Michael Tham
Pam Foster
Susan Lin
Damien Forbes

Daniel Cicero



Meeting Purpose: To brief the West Don Lands Committee on the updates to the Ontario Line project since January 2020, specifically the Downtown segment, procurement, engagement process and next steps.

Agenda:

- Welcome and Introduction to MX representatives Josh
- Procurement packages Sponsor
- Timeline Josh

- EA process / ECR James / Carrie
- Segment overview Sponsor
- Local stations detail (Downtown Corktown, Portal, Lower Don Bridges) Sponsor + technical team.
- Discussion ALL

Discussion:

- Excited about the Ontario Line project but has logistical questions.
- Concerned with the use of the P3 procurement model.
- For the Corktown station, where are the station entrances and will it be accessible?
- Where will the Moss Park station be located?
 - MX: For Corktown, entrance at King street at both ends of the Corktown station. There
 will be planned redundancy so one elevator is always working. With a development
 partner, a separate entrance may be possible at Front Street.
 - o MX: Moss Park station location was described.
- For the Corktown station: How will the station be constructed? How deep will the tunnel be? How will the constructions staging work? Will underground parking be included? How will you remediate the soil? How many years out is the staging?
 - MX: Two choices: shallow or very deep. We are going very deep into the shale (25 30 metres deep) to reduce N&V.
 - MX: Opportunity for a full archaeological investigation and unlock the heritage at the site to pass anything found to experts. All property owners in the area were already notified.
 - o MX: First Parliament site will be a launch site for the TBM to go to the north and to the west. There is a similar launch site at the Ordinance Park station.
- Concerned north of King Street, on that row of heritage townhouses. Concerned about how deep the site is at Corktown and preservation of heritage artifacts. Can we have station entrances at Parliament? Can we have references to Corktown/St. Lawrence/Distillery in the Corktown station itself?
 - MX: We are committed to capturing the uniqueness in each of the OL stations to capture the neighbourhood. Community will be involved in that.
- What is the distance between the GO train line and the Ontario line tracks? Can the community be involved in naming the expanded rail bridge over the Lower Don? Will the cut and cover method for Corktown station and the portal?
 - MX: 5-8 metres in any instance between the GO train and OL tracks. In the Don Yard, it will be 6-8 metres.

- o MX: Until we hit the shale, it will be a cut and cover method. However in Corktown, we are going to use the SEM tunnelling method.
- Lives in _____, a property where the OL tunnels will pass underneath. How can the OL trains handle the steep grade down and up when they are going east? What will residents experience when the construction begins?
 - MX: When we are going downhill, we can use the braking to generate electricity and save us money. The uphill will be a part of the vehicle design and it will be able to handle steep curves or gradients.
 - MX: The tunneling operation is the one you feel the most. It is a relatively low hum and will last two days for the TBM to pass through your building. We install concrete rings and isolation so you don't hear the trains passing.
- How will you make the OL portal at the Don Yard waterproof so that flooding from the Don River is not a risk?
 - MX: We ensure the sill of the portal is well above the highest floodplain. We are aware
 of the flood protection landforms and coordinating with those projects. There will be
 another food protection project at the East Harbour site to ensure there is no flooding
 risk.
 - MX: We are looking at buildings drawings to make sure we don't damage anything as we pass by.
- Concerned about flood protection. For the portal in the Don Yard, what is required to reinforce the sill at the portal? Will you require the proponent to create the community advisory committee of any kind? On the rail bridges, how will you coordinate to make it happen? Will the Ontario Line operations & maintenance be run by the TTC?
 - MX: The portal is a bathtub or a pool with a sloping bottom with sides that are built up to make sure we have proper flood protection.
 - MX: On the community advisory committee, we are trying to identify where we could have them and recognize different communities, working with elected officials and community groups. Well before construction, we will set them up to ensure the dialogue is there. We are also setting up community offices at Queen East and Overlea at Thorncliffe Park.
 - MX: We have a Lower Don Coordination Group to ensure the bridge is built and coordinate construction schedules with all the other projects happening.
 - MX: TTC would play a customer facing role and a third party will be held accountable for achieving project objectives.
- Question about constructions staging, will the Ontario Line be opening up in stages?
 - o MX: Natural geography doesn't hold up well to allow for this. The MSF is in the north. Customers will not enjoy a staged opening experience.

Action Items:

- MX to share design information regarding the portals and tunnels as it relates to flood protection.
- WDLC (especially community advisory committees are set up.

Tone of meeting: 7 (neutral)

Daryl Gonsalves

Community Relations & Issues Specialist – Ontario Line Metrolinx: connecting our communities C: (416) 843-3265



Community Stakeholder and Groups

• West Queen West BIA



Sent: December 1, 2020 4:55 PM

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The Ontario Line Community Relations team

Community Stakeholders and Groups

• Wigwamen



From: Indigenous Relations

Sent: Friday, September 25, 2020 11:39 AM

To:

Subject: The Ontario Line project

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Aaron McMillan

Community Relations Specialist, Indigenous Relations Office

Metrolinx

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



Community Stakeholders and Groups

 WoodGreen Community Services



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Community Stakeholders and Groups

YMCA of Greater Toronto



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Community Stakeholders and Groups

 2-Spirited People of the 1st Nations From: Indigenous Relations
To: Cc: Ontario Line

Subject: The Ontario Line project

Date: Friday, September 25, 2020 11:32:00 AM

Attachments: <u>image003.png</u>

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Aaron McMillan

Community Relations Specialist, Indigenous Relations Office Metrolinx
10 Bay St | Toronto | Ontario | M5J 2W3
C: 416.274.3676



Technical Stakeholders

- Federal
 - Fisheries and Oceans Canada
 - Transport Canada
- Provincial
 - Conservation Ontario
 - Infrastructure Ontario
 - Ministry of Economic Development, Job Creation and Trade
 - Ministry of Education
 - Ministry of Heritage,
 Sport, Tourism and
 Culture Industries
 - Ministry of Municipal Affairs and Housing
 - Ministry of Natural Resources and Forestry
 - Ministry of the Solicitor General

Technical Stakeholders

- Provincial
 - Ministry of Environment,
 Conservation and Parks
 - Ministry of Transportation
 - Ontario Power Generation
 - Ontario Provincial Police
- Municipal
 - City of Toronto
 - Toronto Catholic District School Board
 - Toronto District School Board
- Conservation Authorities
 - Toronto and RegionConservation Authority
- Other Technical Stakeholders
 - Canadian National Railway
 - Exhibition Place

Technical Stakeholders

- Other Technical Stakeholders
 - o George Brown College
 - Hydro One Networks Incorporated
 - La Cité
 - Law Society of Ontario
 - Ontario College of Art and Design University

Federal

• Fisheries and Oceans Canada

To: FisheriesProtection@dfo-mpo.gc.ca

Cc: James Francis; Merlin Yuen; Maria Zintchenko; Rodney Yee; Crystal Ho
Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:29:05 PM

Attachments: Notice of Final Environmental Conditions Report.pdf

OL FinalECR DraftExhEWR Letter of Notice FisheriesOceansCanada.pdf

Notice of Draft Early Works Report-Exhibition.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR is available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

Metrolinx

To: FisheriesProtection@dfo-mpo.qc.ca

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

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

Attachments:

Fisheries and Oceans Canada.pdf



Good Afternoon,

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

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

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

Sincerely,

Crystal Ho

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





Federal

• Transport Canada

From: Ontario Line
To: EnviroOnt@tc.gc.ca

Cc: James Francis; Merlin Yuen; Maria Zintchenko; Rodney Yee; Crystal Ho
Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:29:46 PM

Attachments: Notice of Final Environmental Conditions Report.pdf

OL FinalECR DraftExhEWR Letter of Notice TransportCanada.pdf

Notice of Draft Early Works Report-Exhibition.pdf

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From: EnviroOnt
To: Ontario Line

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

Date: Tuesday, June 16, 2020 11:40:30 AM

Attachments: <u>image003.png</u>

Transport Canada.pdf

Greetings,

Thank you for your correspondence.

Please note Transport Canada **does not** require receipt of all individual or Class EA related notifications. We are requesting project proponents self-assess if their project:

- 1. Will interact with a federal property and/or waterway by reviewing the Directory of Federal Real Property, available at at www.tbs-sct.gc.ca/dfrp-rbif/; and
- 2. Will require approval and/or authorization under any Acts administered by Transport Canada* available at http://www.tc.gc.ca/eng/acts-regulations/menu.htm.

Projects that will occur on federal property prior to exercising a power, performing a function or duty in relation to that project, will be subject to a determination of the likelihood of significant adverse environmental effects, per Section 82 of the *Impact Assessment Act, 2019*.

If the aforementioned does not apply, the Environmental Assessment program should not be included in any further correspondence and future notifications will not receive a response. If there is a role under the program, correspondence should be forwarded *electronically* to: EnviroOnt@tc.gc.ca with a **brief description of Transport Canada's expected role**.

- *Below is a summary of the most common Acts that have applied to projects in an Environmental Assessment context:
 - Canadian Navigable Waters Act (CNWA) the Act applies primarily to works constructed or placed in, on, over, under, through, or across navigable waters set out under the Act. The Navigation Protection Program administers the CNWA through the review and authorization of works affecting navigable waters. Information about the Program, CNWA and approval process is available at: http://www.tc.gc.ca/eng/programs-621.html. Enquiries can be directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863.
 - Railway Safety Act (RSA) the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: https://www.tc.gc.ca/eng/railsafety/menu.htm. Enquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985.

- Transportation of Dangerous Goods Act (TDGA) the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: https://www.tc.gc.ca/eng/tdg/safety-menu.htm. Enquiries can be directed to TDG-TMDOntario@tc.gc.ca or by calling (416) 973-1868.
- Aeronautics Act Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. The Land Use In The Vicinity of Aerodromes publication recommends guidelines for and uses in the vicinity of aerodromes, available at: https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm. Enquires can be directed to at tc.aviationservicesont-servicesaviationont.tc@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

Environmental Assessment Program, Ontario Region

Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5 EnviroOnt@tc.gc.ca / Facsimile : (416) 952-0514 / TTY: 1-888-675-6863

Programme d'évaluation environnementale, Région de l'Ontario

Transports Canada / Gouvernement du Canada / 4900, rue Yonge, Toronto, ON, M2N 6A5 EnviroOnt@tc.gc.ca / télécopieur: (416) 952-0514

From: Ontario Line [mailto:ontarioline@metrolinx.com]

Sent: Tuesday, June 02, 2020 3:14 PM **To:** EnviroOnt <EnviroOnt@tc.gc.ca>

Cc: James Francis <James.Francis@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Laura Witherow <Laura.Witherow@metrolinx.com>; Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>
Subject: Ontario Line – Environmental Conditions and Early Works Draft Report Review

Good Afternoon,

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

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

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

Sincerely,

Crystal Ho

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

2

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

- Provincial
 - Conservation Ontario
 - Infrastructure Ontario
 - Ministry of Economic Development, Job Creation and Trade
 - Ministry of Education
 - Ministry of Heritage,
 Sport, Tourism and
 Culture Industries
 - Ministry of Municipal Affairs and Housing
 - Ministry of Natural Resources and Forestry
 - Ministry of the Solicitor General
 - Ministry of the Environment,
 Conservation and Parks

- Provincial
 - Ministry of Transportation
 - Ontario Power Generation
 - Ontario Provincial Police

- Provincial
 - Conservation Ontario

From: Leslie Rich
To: Ontario Line

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

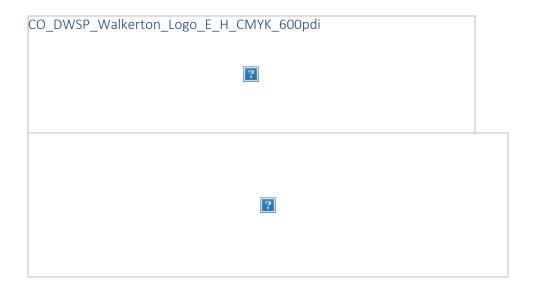
Date: June 2, 2020 4:03:24 PM

Good afternoon Kuru,

There is no need to forward me the additional reports at this time. Given that this work is taking place in the Toronto and Region Conservation Authority watershed, I would recommend that you contact them directly. You could contact Matt Johnston at mjohnston@trca.on.ca.

Thank you and enjoy your day.

Leslie Rich, MES, RPP
Policy and Planning Liaison
Conservation Ontario
120 Bayview Parkway
Newmarket, Ontario
Cell 705-716-6174



From: Ontario Line [mailto:ontarioline@metrolinx.com]

Sent: Tuesday, June 02, 2020 3:22 PM

To: Leslie Rich

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

Satkunanathan

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

Good Afternoon,

Metrolinx, an agency of the Province of Ontario, is proceeding with the planning and development of

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

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

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

Sincerely,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

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

- Provincial
 - Infrastructure Ontario

From: Hallen, Frances (IO)
To: Ontario Line

Subject: EA Notice Response - Ontario Line

Date: Tuesday, December 01, 2020 11:45:51 AM

Attachments: <u>image006.png</u>

Northern Parcels 2.PNG Northern Parcels.PNG Eastern Parcels.PNG Waterfront Parcels.PNG

Good morning,

Thank you for sending us the Notice of Publication of Final Environmental Conditions Report and Draft Exhibition Station Early Works for the Ontario Line.

Our initial scan indicates that property owned by the Minister of Government and Consumer Services is within and adjacent to your project's study area. This property is identified by cross-hatching in the attached maps.

While this was identified in our scan, it is ultimately the proponent's responsibility to verify if provincial government property is within the study area. Title documents may identify owners of provincial government property as any of the following:

- His Majesty the King
- Her Majesty the Queen
- Hydro One
- Hydro One Networks Inc.
- Management Board Secretariat (MBS)
- Minister of Economic Development, Employment and Infrastructure (MEDEI)
- Minister of Energy and Infrastructure (MEI)
- Minister of Government and Consumer Services (MGCS)
- Minister of Infrastructure (MOI)
- Minister of Natural Resources and Forestry (MNRF)
- Minister of Public Infrastructure Renewal (PIR)
- Minister of Public Works
- Minister of Transportation (MTO)
- Ontario Lands Corporation (OLC)
- Ontario Realty Corporation (ORC)

If provincial government property in the study area is not required for the project, please continue to consult us as a directly affected stakeholder. However, if government property is required for the project, the proponent should contact us so that we can advise about requirements for obtaining government property.

Additionally, please remember to send notices to our dedicated notice email address: noticereview@infrastructureontario.ca

Kind regards,

Frances Hallen



Frances Hallen (she, her) Infrastructure Ontario Co-op Student, Environmental Management

Frances.Hallen@infrastructureontario.ca

Mobile: 613-252-7678

www.infrastructureontario.ca

Follow IO at:





This communication may contain confidential information intended only for the person(s) to whom it is addressed. Any dissemination or use of this information by others than the intended recipient(s) is prohibited. If you have received this message in error please notify the writer and permanently delete the message and all attachments. Thank you.

This email, including any attachments, is intended for the personal and confidential use of the recipient(s) named above. If you are not the intended recipient of the email, you are hereby notified that any dissemination or copying of this email and/or any attachment files is strictly prohibited. If you have received this e-mail in error, please immediately notify the sender and arrange for the return of any and all copies and the permanent deletion of this message including any attachments, without reading it or making a copy. Thank you.

To: <u>joanna.brown@infrastructureontario.ca</u>

Cc: James Francis; Merlin Yuen; Maria Zintchenko; Rodney Yee; Crystal Ho
Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:34:35 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice JBrown.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

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Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

To: <u>ainsley.davidson@infrastructureontario.ca</u>

Cc: noticereview@infrastructureontario.ca; James Francis; Rodney Yee; Maria Zintchenko; Merlin Yuen; Crystal Ho

Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:35:11 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice ADavidson.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

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Regards,

Crystal Ho

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

To: ramsen.yousif@infrastructureontario.ca

Cc: noticereview@infrastructureontario.ca; James Francis; Maria Zintchenko; Merlin Yuen; Rodney Yee; Crystal Ho

Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:35:51 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice RYousif.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

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Regards,

Crystal Ho

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

To: "ainsley.davidson@infrastructureontario.ca"

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

Ho; "noticereview@infrastructureontario.ca"

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

Date: Tuesday, June 02, 2020 3:06:00 PM

Attachment#1.pdf Attachment#2.pdf Attachment#3.pdf image003.png

IO A.Davidson.pdf

Good Afternoon,

Attachments:

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

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

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

Sincerely,

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment 130 Adelaide St West | Toronto | Ontario | M5H 3P5



To: "joanna.brown@infrastructureontario.ca"

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

Ho

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

Date: Tuesday, June 02, 2020 3:07:00 PM

Attachments: <u>IO J.Brown.pdf</u>

Attachment#1.pdf Attachment#2.pdf Attachment#3.pdf image003.png

Good Afternoon,

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

Sincerely,

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment 130 Adelaide St West | Toronto | Ontario | M5H 3P5



To: <u>"ramsen.yousif@infrastructureontario.ca"</u>

Cc: "noticereview@infrastructureontario.ca"; James Francis; Maria Zintchenko; Laura Witherow; Rodney Yee; Merlin

Yuen; Crystal Ho; Kuru Satkunanathan

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

Date: Tuesday, June 02, 2020 3:09:00 PM

Attachments: Attachment#1.pdf

Attachment#2.pdf Attachment#3.pdf image003.png IO R.Yousif.pdf

Good Afternoon,

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

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

Sincerely,

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment 130 Adelaide St West | Toronto | Ontario | M5H 3P5



- Provincial
 - Ministry of Economic Development, Job Creation and Trade

To: <u>michael.helfinger@ontario.ca</u>

Cc: James Francis; Merlin Yuen; Maria Zintchenko; Crystal Ho; Rodney Yee

Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:44:13 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice MHelfinger.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

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Regards,

Crystal Ho

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

To: <u>Shireen.Mohammed@ontario.ca</u>

Cc: James Francis; Maria Zintchenko; Merlin Yuen; Rodney Yee; Crystal Ho
Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:44:49 PM

Attachments: Notice of Final Environmental Conditions Report.pdf

OL FinalECR DraftExhEWR Letter of Notice SMohammed.pdf

Notice of Draft Early Works Report-Exhibition.pdf

Good afternoon,

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Regards,

Crystal Ho

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

From: Merlin Yuen

To: <u>michael.helfinger@ontario.ca</u>

Cc: Mohammed, Shireen (MEDJCT); Ontario Line; Maria Zintchenko; Crystal Ho

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

Date: Monday, July 20, 2020 1:53:57 PM

Attachments:



Good afternoon Michael – apologies for the late reply, your email must've been lost in the mix.

Thank you for reviewing the Ontario Line Reports. The Environmental Assessment (EA) Reports for the Ontario Line do not include information on economic impacts or rationale as it is typically not an EA requirement. However, if you are interested in the economic impacts and rationale for the Ontario Line Subway Project, this has been documented in the Ontario Line Initial Business Case. I have provided a link to this report below, for your information.

Ontario Line Initial Business Case (July 2019):

http://www.metrolinx.com/en/regionalplanning/projectevaluation/benefitscases/20190725_Ontario_Line_IBC.PDF

Please do not hesitate to contact me if you have any additional questions.

Regards,

MERLIN YUEN

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

From: Helfinger, Michael (MEDJCT) [mailto:Michael.Helfinger@ontario.ca]

Sent: Monday, June 29, 2020 3:24 PM

To: Ontario Line

Cc: Mohammed, Shireen (MEDJCT); James Francis; Kuru Satkunanathan; Merlin Yuen; Laura Witherow; Maria

Zintchenko; Crystal Ho; Rodney Yee

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

Hi Crystal:

Thank you for sharing the Ontario Line Early Works Report with MEDJCT and drawing attention to the sections dealing with Socio-Economic and Land Use Characteristics.

Upon review, it appears to us that these sections deal with topics that fall under the disciplines of urban planning and environmental management, as opposed to our Ministry's principal interests in job creation/retention, investment attraction and growing the innovation economy.

If there is a report forthcoming that touches on the economic rationale for the project as well as anticipated economic impacts, we would look forward to reviewing and providing comments.

Best regards,

Michael Helfinger

| Senior Policy Advisor | Corporate Policy Unit |

Ministry of Economic Development, Job Creation and Trade

Phone/Text: | 416.434.4799 | Personal Mobile 416.722.6229 |

michael.helfinger@ontario.ca



From: Ontario Line < ontarioline@metrolinx.com >

Sent: June 8, 2020 11:17 AM

To: Helfinger, Michael (MEDJCT) < Michael.Helfinger@ontario.ca>

Cc: Mohammed, Shireen (MEDJCT) < Shireen.Mohammed@ontario.ca; Falconi, Michael (SOLGEN)

<<u>Michael.Falconi@ontario.ca</u>>; James Francis <<u>James.Francis@metrolinx.com</u>>; Kuru Satkunanathan

< <u>Kuru.Satkunanathan@metrolinx.com</u>>; Merlin Yuen < <u>Merlin.Yuen@metrolinx.com</u>>; Laura Witherow

<<u>Laura.Witherow@metrolinx.com</u>>; Maria Zintchenko <<u>Maria.Zintchenko@metrolinx.com</u>>; Crystal Ho

<<u>Crystal.Ho@metrolinx.com</u>>; Rodney Yee <<u>Rodney.Yee@metrolinx.com</u>>

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

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Michael,

I have also circulated the draft Ontario Line Early Works Report via EATS for your review. As noted in the correspondence on EATS, the Ontario Line Early Works Socio-Economic and Land Use Characteristics are documented in Sections 4.5, 5.5, and 6.2. We are looking for the Ministry's comments by end of day July 3, 2020.

Please let me know if you have any questions or if you have any difficulties receiving the file and I can recirculate.

Regards,

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment 130 Adelaide St West | Toronto | Ontario | M5H 3P5

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



From: Ontario Line

Sent: Monday, June 08, 2020 10:06 AM **To:** 'Helfinger, Michael (MEDJCT)'

Cc: Mohammed, Shireen (MEDJCT); 'michael.falconi@ontario.ca'; James Francis; Kuru Satkunanathan; Merlin

Yuen; Laura Witherow; Maria Zintchenko; Crystal Ho; Rodney Yee

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

Good morning Michael,

Thanks for expressing interest in reviewing the Socio-Economic and Land Use Characteristics draft reports for the new Ontario Line Subway.

I have circulated the draft Ontario Line Socio-Economic and Land Use Characteristics Environmental Conditions Report via EATS for your review.

As noted in the correspondence on EATS, we are currently looking for the Ministry's comments by end of day July 3, 2020. Please let me know if you have any questions or if you have any difficulties receiving the file and I can recirculate.

Regards,

Crystal Ho

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



From: Helfinger, Michael (MEDJCT) [mailto:Michael.Helfinger@ontario.ca]

Sent: Sunday, June 07, 2020 7:37 PM

To: Ontario Line

Cc: Mohammed, Shireen (MEDJCT)

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

Hi Crystal:

We would be particularly interested in receiving the draft reports on Socio-Economic and Land Use Characteristics.

Thank you,

Michael Helfinger

| Senior Policy Advisor | Corporate Policy Unit |

Ministry of Economic Development, Job Creation and Trade Phone/Text: |416.434.4799| |Personal Mobile 416.722.6229|

michael.helfinger@ontario.ca



From: Ontario Line < ontarioline@metrolinx.com>

Sent: June 2, 2020 3:39 PM

To: Helfinger, Michael (MEDJCT) < Michael.Helfinger@ontario.ca>

Cc: James Francis < <u>James.Francis@metrolinx.com</u>>; Merlin Yuen < <u>Merlin.Yuen@metrolinx.com</u>>; Rodney Yee < <u>Rodney.Yee@metrolinx.com</u>>; Maria Zintchenko < <u>Maria.Zintchenko@metrolinx.com</u>>; Laura

Witherow <Laura.Witherow@metrolinx.com>; Kuru Satkunanathan <<u>Kuru.Satkunanathan@metrolinx.com</u>>; Crystal Ho <<u>Crystal.Ho@metrolinx.com</u>>

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

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Good Afternoon,

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Sincerely,

Crystal Ho

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



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- Provincial
 - Ministry of Education

To: paul.bloye@ontario.ca

Cc: James Francis; Merlin Yuen; Maria Zintchenko; Crystal Ho; Rodney Yee

Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:43:11 PM

Attachments: Notice of Final Environmental Conditions Report.pdf

OL FinalECR DraftExhEWR Letter of Notice PBloye.pdf Notice of Draft Early Works Report-Exhibition.pdf

Good afternoon,

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Regards,

Crystal Ho

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

To: "paul.bloye@ontario.ca"

Cc: "James Francis"; "Merlin Yuen"; "Rodney Yee"; "Maria Zintchenko"; Laura Witherow; "Kuru Satkunanathan";

Crystal Ho

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

Date: Tuesday, June 02, 2020 3:35:00 PM

Attachments: MOE P.Bloye.pdf

Attachment#1.pdf Attachment#2.pdf Attachment#3.pdf image001.png

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Sincerely,

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment 130 Adelaide St West | Toronto | Ontario | M5H 3P5



- Provincial
 - Ministry of Heritage,
 Sport, Tourism and
 Culture Industries

From: To: Cc: Subject: Date: Attachments:

Merlin Yuen
Zirger, Rosi (MHSTCI)
Zirger, Rosi (MHSTCI); Mania Zintchenko; Crystal Ho; Barboza, Karla (MHSTCI); Hamilton, James (MHSTCI); Cooke, Nicole; Blacha, Madelin; Ontario Line
RE: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR
Friday, January 29, 2021 3:06:30 PM
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2021-01-22 MHSTCI Dec8-20 Comments on Ex St HDDR epa clean.xisx
OL Ex Early Works - MHSTCI Comments Jan 08 2021_epa_clean.docx

Good afternoon Rosi,

Thank you for providing your comments to the Exhibition Station Early Works Report and Heritage Detailed Design Report. Please see attached our comment responses for the following set of comments:

- MHSTCI comments to the EWR, dated January 8, 2021;
- MHSTCI comments to the HDDR, dated November 26, 2020.

For ease of review, we've translated the comments to an excel and word document. Let me know if there are any outstanding comments following this circulation, otherwise we'd appreciate if your team can document this set as closed off. We look forward to continuing to work collaboratively with the Ministry as the project progresses.

Regards,

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

Comment #	Section	Comments	Metrolinx Response
	Project Summary	 The Early Works for Exhibition Station includes: Existing Passenger Tunnel Extension – upgrades to existing tunnel and to be extended by approx. 40 m to the north Construction of Temporary Pedestrian Bridge spanning the rail corridor Construction of a New north platform and realignment of Tracks 1 and 2 approximately 10 m north Relocation of utilities to facilitate work We note that reference to the construction of three new passenger tunnels has been removed since the version of the report we review in July 2020 	Metrolinx confirms the project description reflects the current Exhibition Station early works design concept.
1.	Executive Summary: Table ES- 2 Potential Impacts, Mitigation Measures and Monitoring Activities for the Exhibition Station Early Works	We note that a row has been included to address each general type of impact listed in Appendix I of the Cultural Heritage Report e.g. encroachment, modification etc. even though none of these impacts are anticipated for the early works at Exhibition Station. Our preference would be that the table in the Executive Summary coincide with the corresponding Table 6-7 in the body of the report. At a minimum the entry for 1 Atlantic Ave should be edited to reflect the edits made to Table 6-7 (page 129)	This table has been kept in existing format to match with other disciplines within the executive summary. 1 Atlantic Avenue entry has been updated to reflect the latest language in Table 6-7.
	Exec Summary - Arch	Discipline Archaeological Resources: the second bullet should be edited as per edits to the Table 6-8 i.e. remove the words " as a result of construction commencement" from the end of the sentence.	Comment noted. This has been revised in the Final Early Works Report.
2.	Section 5.8 Archaeological Resources (page 100)	The text states that, "there is <u>one</u> portion retaining moderate to high archaeological potential" However, Figure 5-16 shows more than one area (in pink). We suggest editing the text to use more general language, e.g. "Some portions" or "There are portions"	Please note only one pink area is within the Project Footprint. Clarification text has been added to Section 5.8.
3.	Table 6-7 (page 129-130) - Potential Impacts, Mitigation Measures and Monitoring Activities for the Exhibition Station Early Works- Built Heritage Resources and Cultural Heritage Landscapes	Entry for OLW-011 1 Atlantic Avenue - The impact/mitigation measures for 1 Atlantic Avenue should be stated more clearly. We suggest a paragraph break between the two types of impacts and together with more concise language would help with clarity and readability. We suggest the following: Under Column: Type and Description of Potential Impact: 1. Direct adverse impact from early works: a) Impact Type 2F – (as in Appendix I of Ontario Line Cultural Heritage Report) The main two-storey commercial building has been proposed for demolition to accommodate construction of the new north entrance to the station. Prior to identifying demolition (Impact 2F) as the preferred, the range of impacts (A to E) as outlined in Appendix I of	This has been revised – a row has been added for separate chimney direct impact to meet AODA requirement and consistent with rest of table There is only one indirect impact type so revised for clarity but left one entry.
		Ontario Line Cultural Heritage Report were considered and were eliminated. Demolition of the main two-storey building is the only viable option. b) Impact Type xxx (as in Appendix I) - The chimney and accessory building on the property will be retained in early works.	
		Under Column: Mitigation Measures add a separation between a) and b) to make clear which mitigation measures apply to a) demolition of the main building and which mitigation measures apply to b) retention of the accessory building and chimney. Under Column: Monitoring Activities The first sentence which states, "If the chimney and/or accessory building are retained" appears to contradict the previous columns. Please use clear language to indicate whether the chimney and accessory building are being retained or not.	

		Under Column: Type and Description of Potential Impact 2. Potential indirect adverse impact for early works the same paragraph breaks between the two types of impacts together with more concise language should be applied the indirect impacts.	
4.	Table 6-7 General Comment	For the properties that will not be impacted, we suggest combining the duplicate entries (e.g. 1. Direct adverse impacts and 2. Indirect adverse impacts) into a single row for each property and editing to eliminate repetitive or unnecessary language. For example, include the full reference for Appendix I once, then remove repetition of, "Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures — Ontario Line West Study area, in the Ontario Line Cultural Heritage Report" in each row. We suggest a simple statement: no impacts are anticipated and include the distance measurement under vibration	Rows are split for AODA compliance and suggest keeping entries separate due to different mitigation measures. Language for no impact was revised for clarity/readability.
		would help with clarity and readability of the table.	
6.	Appendix A4: Ontario Line	For the most part, the posted version of the report addresses our more substantive comments sent on December 2,	HDDR and EWR are revised to reflect comments in this table
	Project Exhibition Station	2020. That being said, the above comments #3 and #4 are also applicable to Tables ES-2 and Table 5-1 (page 40-45)	and previous MHSTCI comments.
	Early Works – Draft Heritage	Potential Impacts, Mitigation Measures and Monitoring Activities for the Exhibition Station Early Works for the HDDR	
	Detailed Design Report	report. Please ensure that revisions are applied.	
	(November 2020 AECOM)		

Review Comments Spreadsheet				* Actions:	** Status:
·				1 = Will comply 2 = Discuss, clarification required	O = Open, not resolved
Draft Heritage Detailed Design Report: Ontario Line Early V		t: Ontario Line Early V	2 = unscuss, carnication required 3 = Not applicable because	P = Pending incorporation in design C = Closed, implementation complete	
			Project Name:	Ontario Line	Revised By:
			Project No:		Date In:
				Draft Heritage Detailed Design Report: Ontario Line Early Works at Exhibition Station (AECOM Nov 2020)	Date Out:
No.	Reviewer Name	Description (Ref# to letter)	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		General Comment	General Organization and Content: The HDDR reports should be revised and re-organized as necessary to address their intended purpose as outlined in section 2.3 of the MOU, which states: The reports) (i.e. HDDRs) will document the review of the preferred alignment and/or detailed design as it relates to the Cultural Heritage Report: o confirm impacts (or identify those not anticipated or described in the Cultural Heritage Report) and mitigation measures, o identify any changes, and, o where required, describe how any conditions attached to the Minister's Consent will be met, based on the proposed/recommended design.	Comment acknowledged, report has been organized per the MoU and references the specific mitigation its from the CHR (i.e., Impact Type 1 – no anticipated impact, from Appendix I: Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures – Ontario Line West Study Area, in the Ontario Line Cultural Heritage Report)
	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		General Comment	Identifying Local Environmental Conditions in the HDDR: We understood that the purpose of the HDDR, as described in the Mx-MHSTCI-MTO MOU, was to draw upon the findings of the Ontario Line Cultural Heritage Report to inform each successive phase of project planning and reporting. The HDDR should focus on identifying potential impacts and recommending mitigation measures. The Local Environmental Conditions should rely on the results as reported in Tables 6, 8 or 10 of the Draft Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment - Ontario Line Project (AECOM September 2020). We recommend that the Draft HDDR reference the Ontario Line Cultural Heritage Report, including a hyperlink to the posted final report. It is not necessary to repeat the methodology, background research, historical mapping etc. If a new built heritage resource and/or cultural heritage landscape is identified during the HDDR phase it can be added without having to add or repeat the historical background etc. Additionally, the Draft HDDR should clearly indicate the Cultural Heritage Report on which the impact assessment is based. To our knowledge there are now two such reports: 13/raft Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment—Ontario Line Project (AECOM September 2020). Note: this is the version appended to the Draft Environmental Conditions Report- Ontario Line Project (AECOM June 2020). Note: MHSTCI provided comments on this draft on July 3, 2020. As of November 17th, it appears that this version is significant on is significant on July 3, 2020. As of November 17th, it appears that this version is significant on is date. Our advice would be to use only the version for the whole Ontario Line (Appendix B5) of the Existing Conditions Report.	Introductory text is specific to HDDR only and limits repetition of CHR. Methodology has been removed per comment. Reference to Final Ontario Line CHR is noted throughout the report. Hyperlink cannot be added to report due to AODA requirements, but the link has been added to the Reference List.
	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		General Comment	Identification of Study Area(s) and Corresponding Maps: We recommend that the map(s) from the Draft Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment — Ontario Line Project (AECOM September 2020) be used as the base map(s) to inform the Draft HDDR(s) instead of creating new ones for each subsequent report e.g. maps found in Appendix 8, D or F. Project components and areas of impacts (e.g. Footprint?) can be identified within the established a broad study area for the Ontario Line. Redefining Study Areas for each subsequent HDDR, will result in multiple "Study Areas" and may lead to unnecessary confusion. The HDDR can add the Project Components and/or Area of Impact (Footprint?) to that map. For example, for Exhibition Station, maps labeled Appendix F02 and F-03 should be used. These maps are preferred because they: *after at a more readable scale than those in the HDDR, *show the Study Area (outlined in purple) established for the Ontario Line Project as identified in the Environment Conditions Report and the Cultural Heritage Report and *show all the identified built heritage resources and cultural heritage landscape and not selection of them as in the currently HDDR.	Comment noted. This Heritage Detailed Design Report (HDDR) focuses on the Exhibition Station Early Works. Therefore, HDDR study area has been refined from the CHR study area to show built heritage resources/cultural heritage landscapes and identify potential impacts and mitigation measures specific to Exhibition Station early works.
	Rosi Zirger (A/Heritage, Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		General Comment	Potential Impacts and Mitigation Measures For each identified built heritage resource and/or cultural heritage landscape, the HDDR should include a clear, plain-language description of the potential impact which is supported and illustrated in a graphic (e.g., map). The Description of Potential Impact should provide a description of what is likely to occur to a specific property, as a whole. Phrases such as "direct adverse impact" or "indirect adverse impact" are simply categorizations of impacts and do not provide sufficient information. Mitigation Measures should again be tied back to the Draft Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment — Ontario Line Project (AECOM September 2020) as found in Appendices C, G and I. For example, if the project will result in a demolition r (i.e. Option F), then the HDDR should provide a discussion and rationale as to how Options A to E were considered and why each was considered not to be feasible. Demolition should always be considered a last resort. This discussion can be included in the body of the HDDR, preceding the Impact/Mitigation Table. The HDDR should also include a discussion and rationale where the range of mitigation measures deviates from what is outlined in Tables C, G or I of the Cultural Heritage Report. The Bhould also include a discussion and rationale where the range of mitigation measures deviates from what is outlined in Tables C, G or I of the Cultural Heritage Report. The Bhould also should address this difference and provide analysis and rationale for how this 11.1 m buffer was determined and why is considered sufficient. If it is based on a Vibration Study that study should be specifically references and a copy made available for review.	Clearer plain-language descriptions were added to the impact table in advance of publication of the Draft HDDR. Text was also revised ahead of publishing the Draft HDDR to more clearly link the CHR impacts to the HDDR. Please refer to first comment response in this table for further context. Further detail has been provided in the Final HDDR to demonstrate demolition as the only option for 1 Atlantic Avenue. Text has been added to Section 2.1.2 to identify the change from 250 m to 11.1 m vibration buffer.

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1	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		Executive Summary	The executive summary should be updated for consistency after revisions are made to the body of the report.	The executive summary has been updated to reflect edits in body of report.
2	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		1. Introduction (pages 1-9)	As a general comment, the introduction should be revised/edited to provide an overview and context for the HDDR. The introduction can provide an overview of the project, but the detailed project description information in Sections 1.3.1, 1.3.2 and 1.3.3 should be placed in a separate section.	Intro was further updated between this MHSTCI comment and the publication of the Draft HDDR, however, further information has been provided for context of HDDR and provided in a new Section 2.
3	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		1.1 Purpose of the Ontario Lin	Paragraph 3 states: The early works are being advanced where the Project interfaces with GO Expansion Please revise/edit this paragraph to provide more information about the specific "GO Expansion" projects being referred to and how does the OL "interface" with them. We are aware of multiple MX projects. However, it is unclear how they interact.	Information regarding interfacing GO Expansion infrastructure at Exhibition GO will be included in the Final Exhibition Station Early Works Report.
4	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		and throughout HDDR	Using "this Report" as the abbreviated form is confusing to the reader. It will become increasingly confusing when read together with a suite of other reports. Therefore, we suggest using "this HDDR" as the abbreviation instead of "this Report".	Replaced with this Heritage Detailed Design Report (acronym is not AODA compliant).
5	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		(page 1-2)	Reports are all referred to as "draft" e.g. Draft Early Works Report, Draft Heritage Detailed Design Report, Draft Environmental Conditions Report, Draft Ontario Line Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment. Please update once they are finalized.	All references to ECR and CHR are final. References to EWR and HDDR are now considered final, which is reflected in the report.
6	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		1.1.1. Purpose of this Report (top of page 2)	Please revise the text at the top of page 2 as follows: the Draft Ontario Line Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (AECOM, 2020), (hereafter the 'Ontario Line Cultural Heritage Report') that documents and describes known and potential built heritage resources and cultural heritage landscapes within the Ontario Line Study Area.	Section 1.1.1 revised per comment; reference to 'Draft' CHR has been revised to just CHR.
7	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		(page 2 paragraph 2 including bullets)	The description of the purpose of "this Report" e.g. HDDR and the bullets should be revised/edited to be consistent with overall intent of the HDDR outlined in section 2.3 of the MOU. See our general comments above. We suggest the following edits: This HDDR supports the Draft Early Works Report prepared for Exhibition Station in accordance with Section 8 of Ontario Regulation 341/20: Ontario Line Project. The purpose of this Report is to: Confirm the known and previously identified built heritage resource/cultural heritage landscape documented in the Ontario Line Cultural Heritage Report, Conduct a field review within the Exhibition Station Study Area to identify any potential built heritage resources/cultural heritage landscapes not documented in the Ontario Line Cultural Heritage Report; Review the proposed Exhibition Station Early Works as shown in the Early Works Conceptual Design Figure XXX to confirm impacts or identify those not anticipated or described in the Ontario Line Cultural Heritage Report Confirm or provide updated mitigation measures developed for the Ontario Line Cultural Heritage Report for those affected built heritage resources and cultural heritage landscapes, including heritage conservation districts, within the Exhibition Station Study Area; Identify any required conservation districts, within the Exhibition Station Study Area;	This section had been revised prior to publication of the Draft HDDR. Further context provided to link the CHR.
8	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		1.1.1. Purpose of this Report (last paragraph, bottom of page 2) and Table 1.1 Report Contents in Accordance with Ontario Regulation 341/20: Ontario Line Project (page 3)	For clarity and accuracy, we suggest the following edits (bottom of page 3): This HDDR has been prepared to support the requirements of Section 8 of Ontario Regulation 341/20: Ontario Line Project and contains the information outlined in Table 1-1. Table 1.1 includes only select subsections from O.Reg. 341/20. We suggest including all or none.	The HDDR has been prepared in support of the Exhibition Station Early Works Report, in compliance with Section 8 of O. Reg. 341/20. Table 2-1. of the Exhibition Station Early Works Report outlines all O. Reg 341/20 subsections relevant to Early Works. Table 1-1 of the HDDR reflects sections of the regulation that are relevant to the HDDR.

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9	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		1.3 Early Works Description 1.3.1 Project Description 1.3.2 Early Works Project Footprint and Study Area 1.3.3 Construction Activities (page 4-9)	See comment above. The Introduction should be revised to provide an overview and context for the HDDR. The detailed description of the Exhibition Station Early Works in sections 1.3.1, 1.3.2 and 1.3.3 should be moved to a separate section. Note: further revisions and edits for these sections area provided below.	Revision made - please see response in Item 2.
10	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		1.3.1 Project Description (page 4) (as described in Figure 1.1)	the first sentence should be edits as follows: Early works at Exhibition Station will include modifications and improvements to the existing Exhibition GO Station, including extension of [] Use of the term "such as" implies "examples of" whereas the Project Description is to provide clear, detailed information based on the current level of design	Language was revised prior to publication of the Draft HDDR.
11	Rosi Zirger (A/Heritage, Advisor), MHTSC, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		1.3.2 Early Works Project Footprint and Study Area (page 5-6) and Figure 1.2	See our general comment above. The HDDR should not re-define "study areas". Any reports and maps should be in relation to the Ontario Line Project Area and be tied back to the OL reports and maps. It should depict the study area assessed for the Cultural Heritage Report and confirm if it is the same study area or if the study area has changed. Paragraph 1 - is repetitive and cryptic (e.g. what does the word "overlaps" mean in this context?) This makes the overall description of how the Early Work Project Footprint was determined confusing. Please review and edit using clear plain language. Paragraphs 2, 3 and 4 See comments above. The Exhibition Station Early Works Project Footprint (shown in blue on Figure 1.2) should be shown in relation to the Ontario Line — West Study Area. Therefore, remove reference to "adjacency" It is also unclear how the 11.1 m vibration buffer was determined or how it is being measured since the buffer limit is the same as the footprint limit. Please clarify. The Project Footprint (shown in blue of Figure 1.2) should be sufficiently broad to include any and all Construction Activities listed in Table 1-2. Please confirm. Please revised and edit par. 2, 3, and 4 as necessary. Figure 1.2 — the orange outlined "Exhibition Station Staty Area" should be removed. *The black outlines "1.1 m Vibration Buffer" is unclear since it appears to outline the same area as the blue "project footprint".	As noted in the response above, this Heritage Detailed Design Report (HDDR) focuses on the Exhibition Station Early Works. The HDDR study area has been refined from the CHR study area to show built heritage resources/cultural heritage landscapes and identify potential impacts and mitigation measures specific to Exhibition Station early works. Paragraph 1: Paragraph 1 outlines the Proect Footprint definition (area of disturbance associated with construction activities) and describes Project Footprint size, georgraphical location and the features it includes, including existing GO Transit infrastructure and other structures. Paragraphs 2-4: As noted in the above response, additional information regarding Exhibition Station early works has allowed the team to refine the study area in order to assess impacts and develop appropriate mitigation measures specific to this early works project. Adjacent properties were included to allow for this, hence documentation in paragraph 4. Additional text has been added to document rationale for the vibration buffer. Metrolinx can also confirm that all construction activities listed in Table 1-2 are covered within the Project Footprint. Figure 1-2: As noted above, the Exhibition Station early works-specific project information. The Exhibition Station project footprint is shown in relation to the overall Ontario Line study area in Figure 1-1 of the Exhibition Station Early Works Report. The 11.1 m vibration buffer is similar in size to the Project Footprint as it's an additional 11.1 m buffer surrounding the Project Footprint.
12	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		1.3.3 Construction Activities and Table 1-2 (page 6-9)	See comment above – Item 11. Please ensure that the "Project Footprint" is sufficiently broad to include the Constructed Activities listed, including temporary work and staging areas etc.	See Comment Response 11.
13	Rosi Zirger (Ä/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		Methodology (the report shows all pages of this section as page 41)	Methodology" section should be deleted from this HDDR. It can be replaced with text that reflects the "purpose" of this HDDR as was intended by the MOU. See comments above. We offer the following advice and sample text: 2.1 Local Environmental Conditions 2.1.1 Background Information Review 2.1.2 Field Investigations • these subsections should be entirely deleted and instead • add an introductory paragraph to section 3, that should simply state that the HDDR is based on the Cultural Heritage Report; Existing Conditions and Preliminary Impact Assessments (AECOM dated xxl) prepared to support the Ontario Line Draft Environmental Conditions Report (AECOM dated xxl) and posted for public review xx. • Excerpts of the Ontario Line Cultural Heritage Reports as it relates to the Exhibition Station Early Works has been reproduced for this HDDR. • If further field investigation was conducted add it to section 3. 2.2 Impact Assessment: • Similar to the comment above this could be added as an introductory paragraph or two to the Impacts section.	Methodolgy section removed; new format follows Bulletin 3 and the MHSTCI recommendations. Consideration to MHSTCI suggestions on sub-sections has been taken.
14	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		3. Local Environmental Conditions	See comment above. Many of the subsections include here should be deleted entirely. Instead add an introductory paragraph that simply states that the HDDR is based on the Cultural Heritage Report; Existing Conditions and Preliminary Impact Assessments (AECOM dated xx)) prepared to support the Ontario Line Draft Environmental Conditions Report (AECOM dated xx) and posted for public review xx. Excerpts of the Ontario Line Cultural Heritage Reports as it relates to the Exhibition Station Early Works has been reproduced for this HDDR. If further field investigation was conducted add that here.	Subsections reviewed and some removed per MHSTCI suggestion. Additional text added per comment.
15	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		3.1 Background and Historical Research	Delete section 3.1 including subsections entirely.	Removed Section 3.1.

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16	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage,		Exhibition Station Study Area	Delete section heading: Exhibition Station Neighbourhood Histories Delete Subsections 3.2.1 and 3.2.2 entirely. Renumber section or simply incorporate the text into the introductory paragraph	Removed sections per comment.
	Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		(page 17)		Sections renumbered.
18	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		Previously Identified and Potential Built Heritage Resources/Cultural Heritage Landscapes – Exhibition Station Study Area (page 18- 19)	This section should be revised to reflect the revisions/edits recommend above, as follows: Table 3-1 is excerpted from the Cultural Heritage Report; Existing Conditions and Preliminary Impact Assessments (AECOM dated xx)) prepared to support the Ontario Line Draft Environmental Conditions Report (AECOM dated xx) and provides a description of the known, previously identified and potential built heritage resources/cultural heritage landscapes in the Exhibition Station area.	Text in the published Draft HDDR notes that Table 3-1 is based off the CHR and additional field review. Further edit made for clarification.
19	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		Table 3.1	the Heritage Recognition column for OLW-007, OLW-011, OLW-012 has been changed to read: Previously identified BHR/CHL (Ontario Line Cultural Heritage Report) Since this table is to simply excerpt the Ontario Line Cultural Heritage Report we suggest re-editing it to be consistent with the original report.	Edit applied to legend in Figure 3-1 (resource map).
20	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		Figure 3-1 (page 27)	Please use the map(s) from the Ontario Line Cultural Heritage Report (Appendix F-02 and F-03) as the base map and not create a new one. You may wish to combine the two maps since Exhibition Station area straddled two maps. Appendix F-02 and F-03 should be used because it: shows all the identified BHR/CHL shows the OL Study Area boundary, and is at a more readable scale	See response to second item above.
21	Rosi Zirger (A/Heritage Advisor), MHTSCJ, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		Mitigation Measures and Monitoring Activities (pages 28)	We suggest adding a more robust description and discussion of the Potential Impacts in the body of the HDDR and then Table 4-1 can continue as summary. The discussion of impacts in the HDDR should the back to the Impact/Mittigation table in the Cultural Heritage Report. 1. re; OLW-007, OLW-008, OLW-012, OLW-013A, OLW-013, OLW-014, OLW-017 and OLW-018 8. Based on Table 4-1 it appears that there will be no physical impacts to these properties. Please confirm and/or clarify that also means no physical enrocathment onto the properties e.g. that would mean that Potential Impacts A to F are not occurring 4. Add an explanation of how the 11.1 metre vibration buffer was determined and explain how it measured. The explanation/rationale should mention and tie back to the Impact Table in the Cultural Heritage Report which states under potential vibration impacts: Preferred [mitigation] Option A: Design the Project to avoid vibration damage to OLW-xx, including a sufficient buffer (within 250m) between Project components/activities and the building. Note, the vibration buffer will be refined once the property-specific impacts/vibration are known/completed. 2. re: OLW-011 1 Atlantic Avenue Potential Impacts Provide a clear, plain language description of what is anticipated to occur on this property e.g. construction of a temporary Pedestrian Bridge, construction of a new north entrance at Atlantic Ave, construction of new north platform etc. (Note: the description should be supported by drawings at a clearly readable scale. If necessary, you may have to include a more detailed map of OLW-001 showing the property boundaries, the location of the heritage attributes and the propose projects components) Provide a clear description of impacts. For example, the new North Entrance (and Temporary pedestrian bridge) will be located where the building is situated, requiring the building to be demolished. However, the xx, and xx (heritage attributes) will remain (?). NOTE: Table 4-1 under Type and Description of Potential Im	Additional text has been included ahead of the impact table tying back the impact/mitigation table in the CHR. Language is also included ahead of the impact table noting that the impact scenarios were refined.
22	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	OLW-011 Atlantic Avenue 1. Column: Type and Description of Potential Impact Revise / Jedit to provide a clear description of impacts – see previous comment 2. Column Mitigation Measures: dit the first sentence as follows: Mitigation measures outlined in Appendix I []	This comment was addressed before publication of Draft HDDR.
23	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		5. Summary and Conclusions (page 32)	We suggest revising and/or adding a paragraph similar to par. 3 to anticipate possible changes in the project footprint or scope that may result in further impacts to any property identified in the OL Cultural Heritage Report. We suggest the following: If the early works at Exhibition Station change in scope and/or footprint change to result in any unanticipated impacts to any Built Heritage Resources or Cultural Heritage Landscapes identified in the Ontario Line Cultural Heritage Renot then a further Heritage Retail Delign Report may be required. If the early works scope and/or footprint change to result in removal/demolition or transfer out of provincial control of any Provincial Heritage Properties of Provincial Significance, then MHSTCI's Minister's consent will be required.	New recommendation has been added: If future changes at Exhibition Station early works related to scope and/or project footprint result in any impacts to any built heritage resources/cultural heritage landscapes not contained within this Heritage Detailed Design Report, then a further Heritage Detailed Design Report may be required.

Item No.	Reviewer Name	Description (Ref# to letter)	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
24	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		Table 5-1 (page 33)	Table entry should be edited to be the same as Table 4-1 -see comments above	This comment was addressed before publication of Draft HDDR.
25	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit			The last two sentences contradict the first sentence and also Metrolinx's commitment in the Ontario Line Cultural Heritage Report to consult with the City of Toronto's HPS. We would also suggest adding a timeline.	Known and potential' was added to Permits and Approvals section. Timing associated with consultation with City of Toronto was also added. Language on MX exemption from certain municipal processes is consistent with other reports and notes MX best practices to continue to engage with municipality. This is consistent with the wording included throughout the report for City of Toronto HPS to be consulted.
26	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit				Historical maps have been removed per this comment.
27	Rosi Zirger (A/Heritage Advisor), MHTSCI, Heritage, Tourism and Culture Division, Programs & Services Branch, Heritage Planning Unit		8. References (page 40)	See comments above – since this HDDR is relying of the Ontario Line Cultural Heritage Report, references to historical sources should be removed. Please also delete reference to: Metrolins Interim Cultural Heritage Management Process (2013) - this is outdated and as we advise on all MX project should not be used or referenced. MTO Environmental Guide – relevance/applicability to this project?	Reference list updated per MHSTCI comment.

ney Yee; James Francis; Maria Zintchenko; Crystal Ho; Barboza, Karla (MHSTCI); Hamilton, James (MHSTCI

Subject: FW: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR Friday, January 08, 2021 4:38:20 PM

Hi Merlin, Rodnev et al

We apologize for our late response and thank the team for your patience and understanding

We have completed our review of the draft Early Works Report - Ontario Line Exhibition Station Early Works (dated November 2020 prepared by AECOM Canada Ltd.) and have the following observations, comments and recommendations:

Project Summary

The Early Works for Exhibition Station includes:

- Existing Passenger Tunnel Extension upgrades to existing tunnel and to be extended by approx. 40 m to the north
- Construction of Temporary Pedestrian Bridge spanning the rail corridor
- . Construction of a New north platform and realignment of Tracks 1 and 2 approximately 10 m north
- · Relocation of utilities to facilitate work

We note that reference to the construction of three new passenger tunnels has been removed since the version of the report we review in July 2020.

1. Executive Summary: Table ES-2 Potential Impacts, Mitigation Measures and Monitoring Activities for the Exhibition Station Early Works

Discipline: Built Heritage Resources and Cultural Heritage Landscapes: We note that a row has been included to address each general type of impact listed in Appendix I of the Cultural Heritage Report e.g. encroachment, modification etc. even though none of these impacts are anticipated for the early works at Exhibition Station. Our preference would be that the table in the Executive Summary coincide with the corresponding Table 6-7 in the body of the report. At a minimum the entry for 1 Atlantic Ave should be edited to reflect the edits made to Table 6-7 (page 129)

Discipline Archaeological Resources: the second bullet should be edited as per edits to the Table 6-8 i.e. remove the words ".... as a result of construction commencement" from the end of the sentence.

2. Section 5.8 Archaeological Resources (page 100)

The text states that, "there is one portion retaining moderate to high archaeological potential. . ." However, Figure 5-16 shows more than one area (in pink). We suggest editing the text to use more general language, e.g. "Some portions . . ." or "There are portions . . ."

3. Table 6-7 (page 129-130) - Potential Impacts, Mitigation Measures and Monitoring Activities for the Exhibition Station Early Works- Built Heritage Resources and Cultural Heritage Landscapes

Entry for OLW-011 1 Atlantic Avenue - The impact/mitigation measures for 1 Atlantic Avenue should be stated more clearly. We suggest a paragraph break between the two types of impacts and together with more concise language would help with clarity and readability. We suggest the following:

Under Column: Type and Description of Potential Impact:

- 1. Direct adverse impact from early works:
- a) Impact Type 2F (as in Appendix I of Ontario Line Cultural Heritage Report)

The main two-storey commercial building has been proposed for demolition to accommodate construction of the new north entrance to the station.

Prior to identifying demolition (Impact 2F) as the preferred, the range of impacts (A to E) as outlined in Appendix I of Ontario Line Cultural Heritage Report were considered and were eliminated. Demolition of the main two-storey building is the only viable option.

b) Impact Type xxx (as in Appendix I) - The chimney and accessory building on the property will be retained in early works.

Under Column: Mitigation Measures

add a separation between a) and b) to make clear which mitigation measures apply to a) demolition of the main building and which mitigation measures apply to b) retention of the accessory building and chimney.

Under Column: Monitoring Activities

The first sentence which states, "If the chimney and/or accessory building are retained..." appears to contradict the previous columns. Please use clear language to indicate whether the chimney and accessory building are being retained or not.

Under Column: Type and Description of Potential Impact

2. Potential indirect adverse impact for early works

the same paragraph breaks between the two types of impacts together with more concise language should be applied the indirect impacts.

4. Table 6-7 - General Comment

For the properties that will not be impacted, we suggest combining the duplicate entries (e.g. 1. Direct adverse impacts and 2. Indirect adverse impacts) into a single row for each property and editing to eliminate repetitive or unnecessary language. For example, include the full reference for Appendix I once, then remove repetition of, "Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures - Ontario Line West Study area, in the Ontario Line Cultural Heritage Report" in each row.

We suggest a simple statement: no impacts are anticipated and include the distance measurement under vibration would help with clarity and readability of the

5. Table 6-8 Potential Impacts, Mitigation Measures and Monitoring Activities - Archaeological Resources (page 136)

The second bullet should be edited as follows:

- Any additional Archaeological Assessments [....] shall be completed as early as possible, and prior to any ground disturbing activities. as a result of
- 6. Appendix A4: Ontario Line Project Exhibition Station Early Works Draft Heritage Detailed Design Report (November 2020 AECOM)

For the most part, the posted version of the report addresses our more substantive comments sent on December 2, 2020. That being said, the above comments #3 and #4 are also applicable to Tables ES-2 and Table 5-1 (page 40-45) Potential Impacts, Mitigation Measures and Monitoring Activities for the Exhibition Station Early Works for the HDDR report. Please ensure that revisions are applied. Let us know if you have any questions or if clarification is required.

Sincerely

Rosi

Rosi Zirger | A/Heritage Advisor

Zirger, Rosi (MHSTCI)
Ontario Line
James Francis; Merlin Yuen; Maria Zintchenko; Rodney Yee; Crystal Ho
RE: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR
Thursday, January 07, 2021 10:30:39 AM From: To: Cc: Subject: Date:

Good morning

I wanted to let you know that we are still completing our review of the Draft Early Works reports for Exhibition Station and will be sending comments as soon as they are complete.

We apologize for the delay and thank you for your understanding. $% \label{eq:control_eq}$

Regards

Rosi

Rosi Zirger | A/Heritage Advisor
Ministry of Heritage, Sport, Tourism and Culture Industries
Heritage, Tourism and Culture Division | Programs & Services Branch | Heritage Planning Unit
Tel. 416.786-6874 | E-mail: rosi.zirger@ontario.ca

To: <u>karla.barboza@ontario.ca</u>

Cc:James Francis; Rodney Yee; Maria Zintchenko; Merlin Yuen; Crystal HoSubject:Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:24:45 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice MHSTCI KBarboza.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR is available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

From: Ontario Line
To: rosi.zirger@ontario.ca

Cc: James Francis; Merlin Yuen; Maria Zintchenko; Rodney Yee; Crystal Ho
Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:25:27 PM

Attachments: Notice of Final Environmental Conditions Report.pdf

OL FinalECR DraftExhEWR Letter of Notice MHSTCI RZirger.pdf

Notice of Draft Early Works Report-Exhibition.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR is available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

From: Merlin Yuen

Sent: November-27-20 10:29 PM **To:** 'Zirger, Rosi (MHSTCI)'

Cc: Hamilton, James (MHSTCI); Barboza, Karla (MHSTCI); Rodney Yee; James Francis; Maria

Zintchenko; Crystal Ho

Subject: RE: OL - Early Works Report and EW Cultural Heritage Report

Good afternoon Rosi,

Thank you for providing comments to the Ontario Line Early Works Report and Ontario Early Works Cultural Heritage Report. Please see attached our comment responses to the Ministry's two sets of comments.

Note that there have been a number of changes to the Early Works Cultural Heritage Report since our circulation in July and as the Ministry is aware, the report has now been repurposed into a Heritage Detailed Design Report which was again circulated to the Ministry on November 4, 2020. We've applied the Ministry's initial comments from our weekly heritage meeting on November 6 however, will be further discussing and applying the Ministry's comment provided on November 26th during the 30-day public review period.

Please let us know if any additional questions on this set of comments or if we can consider this set closed-out.

Regards,

MERLIN YUEN

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



Revi	ew Com	ments		* Actions:			
Spreadsheet				1 = Will comply			
Work Plan				2 = Discuss, clarification required			
VVOI	K Flall			3 = Not applicable because			
			Project Name:	Ontario Line Subway Project - Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (AECOM) June 2020 MHSCTI Comment			
				Draft Environmental Reports			
Item No.	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Revised Response		
1	MHSTCI - Heritage Planning Unit		General observations and comments (Applicable to whole report)	 Our comments are based on an expectation that the report for the "Early Works", as a component of the overall Ontario Line project, will be consistent with and reflect the draft report developed collaboratively these past several months. This includes based on Feb 26, 2020, but not limited to: Report layout Section headings Content e.g. agree-upon language Project Name: Ontario Line Subway Project- Early Works The newly passed Ontario Regulation 341/20 (June 30, 2020) relates to "Ontario Line Project". Therefore, to be consistent with the regulation, we ask that the word "subway" be deleted from the title and throughout this and any other reports. The language used in the MOU could be re-instated, "a new rapid transit line Remove the word "subway" throughout. Acronym "CHR" to stand for Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment Both Feb 26, 2020 draft report and the MOU use the following abbreviation "Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (herein referred to as Cultural Heritage Report)" The use of the acronym "CHR" and preferred abbreviations for the Cultural Heritage Report have been specific points of discussion with other Metrolinx project teams. To ensure consistency and unnecessary confusion, we ask that the agreed-upon abbreviation, "Cultural Heritage Report" [Ontario Line 	 Report has been revised to a Heritage Detailed Design Report and therefore layout has changed slightly. Content is mainly contained within the HDDR, or reference to OL CHR is added, where applicable. This has been reflected in the HDDR This has been reflected in the HDDR; all acronyms will be removed during AODA formatting 		

Revi	ew Com	ments		* Actions:	
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			Project Name:	Ontario Line Subway Project - Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (AECOM) June 2020 MHSCTI Comment	
			Project No:		
				Draft Environmental Reports	
Item No.	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Revised Response
				Cultural Heritage Report or Early Works Cultural Heritage Report] be re-instated.	
2	MHSTCI - Heritage Planning Unit		Table of Contents and Report Organization	The Early Works Report should follow the same section and subsection headings agreed-upon for the Ontario Line report e.g. Executive Summary (brief summary and key recommendations) 1. Introduction 1.1 Project Context 1.2 Early Works Study Areas and Description of Construction Activities 1.2.1 Exhibition Station 1.2.2 Lower Don River Crossing 1.2.3 East Harbour Station 1.2.4 Lakeshore East Joint Corridor 2. Approach and Methodology 3. Existing Conditions 3.1 Background and Historical Research 3.1.1 York 3.1.2 City 3.2 Exhibition Station Study Area Neighbourhood History(s) 3.2.1 Liberty Village 3.2.2 Exhibition Place 3.2.3 Current Land Use- Exhibition Station Study Area Images – see comment # below e.g. overview of streetscape, view from X etc. 3.2.4 Identification of Known/Previously Identified and	This has been reflected in the HDDR to the extent possible. Some minor revisions were made to ensure consistency across technical early works reports and ensure accuracy of process and information undertaken for early works (with references to OL CHR for additional context/detail).

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			Project Name:	Ontario Line Subway Project - Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (AECOM) June 2020 MHSCTI Comment			
			Project No:				
				Draft Environmental Reports			
Item No.	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment		Revised Response	
				Potential BHR/CHLs - Exhibition Station Study Area Table #: -summary table inserted Figure xxxx - Exhibition Station Study Area Map — Figure 6.1 (for readability please move Figure 6-1 to this section in the body of the report) 3.3 Lower Don Crossing Study Area Subsections as above 3.4 East Harbour Subsections as above 3.5 Lakeshore East Joint Corridor Subsections as above 4. Identification of Preliminary Potential Project-Specific Impacts and Proposed Mitigation Measures 5. Community Engagement 6. Summary and Next Steps Appendices: Maps (Historic) References Project Personnel and Qualifications (vs authors)			
3	MHSTCI - Heritage Planning Unit		1. Introduction Page 5	 See comment #2 above "Project Context" should be moved ahead of "Purpose of OL Early Works" Since the "Early Works" are components of the overall Ontario Line project, it should be presented within the overall context of the Ontario Line. We suggest adding e.g. cut/paste for consistency, the project Context section form the overall Ontario Line report (as edited per MHSTCI June 22, 2020 email), 	2.	Order has been revised based on MX EWR edits Broader OL context has been included in introduction section of HDDR. This has been reflected in HDDR	

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				Draft Environmental Reports	
Item No.	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Revised Response
				Then add text addressing the Early Works components	
4			Figure 1 Between pages 5-6	Figure 1: Early Works Study Areas is a good overview map. However, we suggest also adding the IBC map provided to us by MX to illustrate how the Early Works sections correspond to the overall Ontario Line.	No longer applicable to the HDDR, however concept design has been added for early works project footprints (at Exhibition Station and Lower Don Bridges)
5			1.3 Description of Early Works Page 6-	 Consistent with our comment above and the overall Ontario Line Report, the next section should be 1.2 Study Areas. For this report it could combine 1.3 and 1.4 under one heading: "Study Areas and Description of Construction Activities" Table 1 provides an overview. However, we suggest that each of the four study areas and the components/activities for each area be described under separate sub-headings for each (similar to the OL report) Terminology should be consistent with the MOU. For example, the MOU includes definitions for "Project Components" and "Project Activities" but this table/report uses the term "Construction Activities". Please clarify and revise. The last paragraph re AECOM's team should be moved to the Approach and Methodology section. 	 For flow of information and consistency across discipline reports, separate sections are included to describe Study Area and construction activities. This has been reflected in HDDR The text and terminology used in the HDDR is consistent with all discipline Early Works reports for consistency. This has been reflected in the HDDR.
8			1.4 East Harbour Station Pages 7-8	Item 4. Station Service Road: an interim service road [foraccess from Eastern Avenue while Broadview Avenue Extension is completed.	In updated revisions of the report, East Harbour Station has been removed and will be documented under separate

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Item No.	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Revised Response	
				Please clarify whether the Broadview Avenue Extension approved under an earlier TPAP. Also, since the new service road is part of the Early Works, it should be shown on Figure 6-3 and included as part of the study area.	cover.	
9			2. Approach and Methodology Page 9	Overall this section should be edited to align with e.g. cut/paste from the Ontario Line report (as edited). The Early Works Cultural Heritage Report was then developed the OL report – with the addition of a further field review on May 22, 2020. The purpose or rationale for conducting an additional field review is not clear. While we are not asking for edits to this report, we would appreciate clarification at our next meeting. For consistency we suggest the Approach and Methodology section be the same e.g. cut/pasted (as edited) and the Ontario Line report. As a general observation the language/text of Approach and Methodology section of June 2020 draft for the Ontario Line has been changed since the previous version (Feb 26, 2020). The revisions/edits should also address MHSTCI comments of June 22, 2020 for the "Remaining Sections" of the Ontario Line. The following comments area specific to the Early Works reports. However, they may also highlight errors and consistencies that now appear in the Ontario Line report: Paragraph 1: edit to align with the Ontario Line report. Paragraph 2: change "As a provincial crown agency" to "As a public body prescribed under Ontario Regulation 157/10, Metrolinx " Paragraph 3: • replace "Ontario Line CHR" with "Ontario Line Cultural Heritage Report"	Thank you for the detailed comments; revisions have been made accordingly to the HDDR.	

Review Comments				* Actions:			
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			Project Name:	Ontario Line Subway Project - Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (AECOM) June 2020 MHSCTI Comment			
			Project No:				
				Draft Environmental Reports			
Item No.	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Revised Response		
10			3 Existing	 Delete the words "cultural heritage resources" in the first sentence and refer only to "built heritage resources and cultural heritage landscapes". Note the term "cultural heritage resources" is an umbrella term that also includes archaeological resources. "40-year rule" - You may want to add text to explain "40-year rule" plus screening criteria PLUS professional knowledge and experience. Note-it it's included in the Section 6 Summary but not here. language needs to be broad enough to include cultural heritage landscape. Please see MHSTCI June 22nd comments re Community engagement and revise accordingly. Paragraph 5: please align language with OL report. We trust that any additional findings of the May 12, 2020 field review will also be reflected in the OL report. Paragraph 7 (page10) – same edit for the 2nd bullet. The brackets around the words "previously identified" should be removed and replaced with a comma as follows (the brackets change the meaning of the sentence): The report will identify known, previously identified and potential BHR/CHLs Last paragraph: it is not clear why the City of Toronto's definition of "adjacency" has been added, since it is not part of the OL report. If this is relevant, then it should also be part of the OL report. See comment #2 above re organization and section/sub-sections. 	Information relevant to		
			Conditions 3.2 Early Works Neighbourhood	Please include al the material that informs existing conditions under each of the four Early Works Study Areas (the way it is laid out in the project report).	Exhibition Station and Lower Don Bridges contained in HDDR.		

* Actions: **Review Comments** 1 = Will comply **Spreadsheet** 2 = Discuss, clarification required **Work Plan** 3 = Not applicable because **Ontario Line Subway Project - Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impact Project Name:** Assessment (AECOM) June 2020 MHSCTI Comment **Project No: Draft Environmental Reports** Part, Chapter, Reviewer Report Sec, Subsec, **Review Comment Revised Response** Item Name Name page, DWG# No. Histories Page 16 See comments #2 above re organization This has been reflected in Consistent with our comment #XX these images should be placed HDDR. within the corresponding Study Area section. We would also suggest Images 1 to 7 11 including a sentence of two to explain their purpose in the report and Pages 21-25 what they are intended to illustrate e.g. overview of streetscape, view

See comment # above. Please separate the table entries according

to each of the four study areas, to present all the material for each

OLWXX Exhibition Place (Cultural Heritage Landscape)- as per

MHSTCI comments of June 12, 2020 for Ontario Line West.

Revisions have been made

Revisions have been made

accordingly to the HDDR

accordingly to the HDDR

from X etc.

study area together.

Please include an entry for

Table 2

Existing

Conditions

Exhibition

Station Study

Area

Summary of

12

13

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Item No.	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Revised Response	
14			Lakeshore East Joint Corridor Study Area	 MHSTCI comments of June 25, 2020 for the Ontario Line South included the following. Please include entries for these properties in the Early Works reports and revisions to other sections, e.g. impact table, as necessary. Leslieville: Metrolinx commissioned CHERs for the following properties as part of the TPAP for Lakeshore East Rail Expansion: Don River to Scarborough GO. However, they are not included in the Resource Table: 6, 8 and 10 Paisley Avenue (AECOM 2017) meets O.Reg. 9/06 60 and 62 McGee Street (AECOM 2017) meets O.Reg. 9/06 15-17 Tiverton (AECOM 2017) meets O.Reg. 9/06 For your information, each of these CHERs was reviewed by the MX Heritage Committee and in each case its Decision form stated: The MHC disagrees with the consultant recommendation as the undertaking will only acquire narrow portions at the rear of the properties adjacent to the corridor and these portions do not contain any heritage attributes. Since it is likely that these properties will experience greater impacts e.g. wider corridor, greater land acquisitions as a result of OL project, they should be added to the resource table a known BHR/CHL. 	Revisions will be made to the Lakeshore East Joint Corridor Early Works Report.	
15			5. Community Engagement Page 46	Please see MHSTCI comments of June 22, 2020 for the "Remaining Sections" of the Ontario Line: • Section 2 (Methodology): Discussion around data collection vs community engagement. We discussed this extensively. The methodology needs to explain how community engagement section (section 5) would be undertaken i.e. outline what, when	Revisions have been made accordingly to the HDDR	

Review Comments				* Actions:			
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Item No.	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Revised Response		
				and how community input was undertaken and describe the results of the community engagement: Step 1 - identify initial and ongoing research given that it can point to clarify the known sources – data collection. Outline the methods used for information gathering. Step 2 – conclusions and recommendations should be shared with the community to allow for further input/feedback. Outline the methods used (or to be used) for this input e.g. previous PICs, upcoming notice etc. The report needs to outline who was (or will be) engaged e.g. provincial agencies, City of Toronto, heritage interest groups, Indigenous communities, etc. Section 5 (Community Engagement): See comments above. This section should be revised and may include some placeholder language.			
16			6. Summary and Next Steps Page 48	 Please see MHSTCI comments of June 22, 2020 for the "Remaining Sections" of the Ontario Line: 40-year old rule is discussed in Methodology, but language needs to be broad enough to include cultural heritage landscape. Key Findings: for consistency with the Ontario Line reports, we suggest identifying the properties, using a table format and including addresses and/or names of properties. Summary – Further clarification is needed. Suggestion: the purpose of the Cultural Heritage Report and overall explanation of the preliminary assessment, how to apply the mitigation measures before demolition is selected as the preferred option, e.g. the preference is to avoid all of these properties (as demolition is a negative impact), however if it cannot be avoided, 	Revisions have been made accordingly to the HDDR		

Review Comments				* Actions:	
Spreadsheet				1 = Will comply	
Work Plan				2 = Discuss, clarification required	
Project Name:			Project Name:	3 = Not applicable because Ontario Line Subway Project - Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (AECOM) June 2020 MHSCTI Comment	
	Project No:				
				Draft Environmental Reports	
Item No.	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Revised Response
				need to be demonstrate that demolitions is the last resort having considered all other alternatives. It appears that the Early Works will not impacts any provincial significant property, but this should still include a general mention that if the project area changes to include a provincial significant property then Minister's consent may be required. Ideally it should (or also) be included in the Methodology. Explanation of future consultation and other possible approvals Next Steps HDDR – This recommendation applies to all study areas. Be clear who will prepare the report as per MOU.	

Review Comments Spreadsheet Work Plan			eadsheet	* Actions: 1 = Will comply		
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				Ontario Line Draft		
			D : (N)	Draft Early Works Report:		
			Project Name:	Ontario Line Subway Project		
				(AECOM July 2020) MHSTCI Comments		
			Project No:	WITO TO COMMENTS		
				Draft Environmental Reports		
	Reviewer	Report	Part, Chapter, Sec, Subsec, page,	Review Comment	Response	
Item No.	Name	Name	DWG#	neview Comment	nesponse	
1	MHSTCI - Heritage Planning Unit		Project name Cover page and whole report	Project Name: Ontario Line <u>Subway</u> Project- Early Works Ontario Regulation 341/20 (July 1, 2020) governs the "Ontario Line Project". Therefore, to be consistent with the regulation, we suggest that the word "subway" be deleted from the title and throughout this and any other reports. The language used in the MOU could be re-instated, "a new rapid transit line Remove the word "subway" throughout.	Project name has been revised.	
2	MHSTCI - Heritage Planning Unit		1. Introduction Page 1 Also applies to 2.1 Ontario Line Regulation	Since the regulation has now been filed the report should be updated <i>Ontario Regulation 341/20</i> under the <i>Environmental Assessment Act – Ontario Line Project.</i>	Language in report will be updated with new regulation name	

The report states: "This footprint is generally confined to the existing Lakeshore East rail corridor, as shown in **Figure 1-5**."

The corridor is being expanded as a result of this project. Therefore, this statement may need clarification.

MHSTCI -

Heritage Planning

Unit

1.3.4 Lakeshore

East Joint Corridor

1.3.4.2

Early Works Footprint Page 6 Clarification will be provided in the Lakeshore East Joint Corridor Early Works report.

Review Comments Spreadsheet Work Plan			eadsheet	* Actions: 1 = Will comply		
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				Ontario Line Draft		
				Draft Early Works Report:		
			Project Name:	Ontario Line Subway Project		
				(AECOM July 2020)		
				MHSTCI Comments		
			Project No:			
		1		Draft Environmental Reports		
Item No.	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response	
4	MHSTCI - Heritage Planning Unit		2.1.1.1 Draft Early Works Report Page 11	Please rename section to read "Archaeological Resources". [Table 6-1 already reads: Archaeological Resources]	This comment is for the list of disciplines rather than the section; revised "archaeology" to "archaeological resources". Sections 4.7 and 5.7 are also revised.	
5	MHSTCI - Heritage Planning Unit		2.2.1.1 Provincial Policy Statement Page 15	Since the (draft and final) Early Works report will be issued after the PPS 2020 comes into effect on May 1 st , we suggest updating this section accordingly.	This has been updated in the revised report.	
6	MHSTCI - Heritage Planning Unit		4.6 Built Heritage Resources and Cultural Heritage Landscapes (page 99)	This section is largely a duplication of the corresponding Approach and Methodology section of the Cultural Heritage Report. Therefore, this section should be revised/edited to apply our comments on the Cultural Heritage Report.	All revisions to the EW Cultural Heritage Report will be applied to the EWR.	
7	MHSTCI - Heritage		Table 4-31 Exhibition Station	Based on our comments on the Ontario Line and the Early Works Cultural Heritage Reports, Exhibition Place as a	Per comment response #6, all content will be updated based on edits to the EW Cultural Heritage Report, including the	

See MHSCTI comment #14 for the Early Works Cultural

Metrolinx commissioned CHERs for the following

they are not included in the Resource Table:

O.Reg. 9/06

O.Reg. 9/06

Heritage Report. The following properties should be added:

properties as part of the TPAP for Lakeshore East Rail Expansion: Don River to Scarborough GO. However,

o 6, 8 and 10 Paisley Avenue (AECOM 2017) meets

o 60 and 62 McGee Street (AECOM 2017) meets

cultural heritage landscape should be included

addition of Exhibition Place as a CHL.

reports include the properties listed.

Refer to comment responses #6 and #7; latest revisions to

Page 101

Table 4-33

Lakeshore East

Joint Corridor

Page 108-116

Planning

Unit MHSTCI -

Heritage

Planning

Unit

8

Review Comments Spreadsheet			eadsheet	* Actions: 1 = Will comply	
Work Plan				2 = Discuss, clarification required	
				3 = Not applicable because	
			Project Name:	Ontario Line Draft Draft Early Works Report: Ontario Line Subway Project (AECOM July 2020) MHSTCI Comments	
			Project No:		
				Draft Environmental Reports	
Item No.	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response
				o 15-17 Tiverton (AECOM 2017) meets O.Reg. 9/06	
10	MHSTCI - Heritage Planning Unit MHSTCI - Heritage Planning Unit		4.7 Archaeology (page 117) 5.4 Noise and Vibration Figure 5-1 page 195	 Please rename this section "Archaeological Resources". Consistent with the level of information for the other environmental disciplines this section should provide greater detail of the outcomes of the Stage 1AA reports as they relate to each of the four Early Works areas and include the recommendation for further AA and the corresponding maps. This information is typically summarized in the Executive Summary of the Stage 1AA report and should be cut/pasted into this report. Exhibition Station – this figure is intended to depict Zone of Influence for vibration. However, shows proposed platforms extending to the west of the "project footprint" and well beyond the study area. These new platforms are not depicted on other maps, including those for BHR/CHLs. 	Section has been renamed. Additional detail has been added to the EWR to address the Ministry's comments. Mapping will be reviewed for consistency.
11	MHSTCI - Heritage Planning Unit		Table 5-15 Preliminary Socio-Economic Potential Effects, Mitigation Measures and Monitoring During Construction Page 213	Please clarify. The first entry of this table reads:	Specific property requirements will be confirmed during detailed design but may include a combination of permanent and temporary acquisitions.

Review Comments Spreadsheet Work Plan				* Actions: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because	
	Project Name:			Ontario Line Draft Draft Early Works Report: Ontario Line Subway Project (AECOM July 2020) MHSTCI Comments	
			Project No:	D 65	
			Part, Chapter, Sec,	Draft Environmental Reports	
Item No.	Reviewer Name	Report Name	Subsec, page, DWG#	Review Comment	Response
				 Select staging/laydown areas in accordance with Metrolinx procedures. Staging/laydown areas should be located in areas that minimize adverse effects to sensitive receptors. Are the properties to be acquired, permanently or for temporary staging/laydown areas included in the Early Works Study Areas? Most sections of this report appear to only address the "Project Footprint". 	
12	MHSTCI - Heritage Planning Unit		5.7 Archaeology Page 230	 See comment #4 above: Please rename section to read "Archaeological Resources". [Table 6-1 already reads: Archaeological Resources] See Comment #9 above – this report should be consistent with the recommendations of the Stage 1AA e.g. cut/paste text from Executive Summary of Stage 1AA report. The meaning of the last sentence of the first paragraph reads: The type of impact planned could also remove the requirement for certain types of Stage 2 archaeological assessment. 	Section has been renamed. Additional detail has been added to the EWR to address the Ministry's comments.
14	MHSTCI - Heritage Planning Unit		Table 6-1 Summary of Future Commitment, Mitigation Measure and Monitoring	As a general comment, commitment for future work should be detailed and specific and clearly articulate: what will be done e.g. action, further report, who is responsible for doing it and when it will be completed. Many of the commitments use generic language. We offer some specific comments and edits below added in red .	Comment noted – commitments for future work have been revised per the Ministry's comments below where appropriate.

Review Comments Spreadsheet			* Actions: 1 = Will comply		
Plan					
			Ontario Line Draft		
Project Name:					
			WHSTCI Comments		
		Project No:	Dueft Funding and all Demonts		
Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response	
		Requirements.			
		7. Consultation Process	Placeholder in report. We may have further comments Please ensure the text reflects our comments on Cultural Heritage Report.	Comment Noted.	
	Plan	Plan Reviewer Report	Project Name: Project No: Reviewer Name Report Subsec, page, DWG# Requirements. 7. Consultation	Plan Spreadsheet 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because	

Comment #14 above

Table 6-1 Discipline:

Built Heritage Resources and Cultural Heritage Landscapes

Project Phase:

Detailed Design / Construction

Mitigation Measure (or related action) Future Commitment

- The Early Works Cultural Heritage Report should be submitted to City of Toronto Heritage Preservation Services and MHSTCI for review.
- If Project components or activities associated with Early Works require an expansion of the Study Areas for the four locations assessed in this Cultural Heritage Report, then a qualified heritage consultant should be contacted in order to confirm the impacts of the proposed work on BHR/CHLs and this CHR should be updated.
- Metrolinx and/or Project Co will Prepare a Heritage Detailed Design Report (HDDR) for Early Works, once a preferred alignment (This applies to the overall OL but is it correct for the Early Works?) has been identified and/or detailed design has commenced. The HDDR will document the review of the preferred alignment and/or detailed design as it relates to this

Cultural Heritage Report, confirm impacts and mitigation measures, and identify any changes, based on the proposed/recommended design. During detailed design, impacts on a known or potential BHR or CHL that were not anticipated or described in this Cultural Heritage Report may be identified. The HDDR, following approval by Metrolinx, will be provided to the MHSTCI for its records. The HDDR may be subject to amendment or revision as detailed design and implementation proceed.

- All work shall be performed in accordance with Applicable Law, including but not limited to the Ontario Heritage Act, the Metrolinx Interim Cultural Heritage Management Process (2013) and the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), formerly Ministry of Tourism Culture and Sport (MTCS) guidance on Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (2019).
- Follow the process and recommendations outlined in the MHSTCI 2019 guidance on Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (2019) and Environmental Project Reports (EPR) under Transit Project Assessment Process (TPAP) for Proponents and their Consultants. It is not clear why this is included as a future commitment Please clarify.
- Follow the recommendations outlined in the heritage reporting completed including Cultural Heritage Report: Existing Conditions and Preliminary Impact Assessment (2019) or the Heritage Impact Assessment (HIA), if any. Have any HIAs been recommended?
- For known and potential properties of Cultural Heritage Value or Interest that will experience direct impacts and where no previous assessment has been completed or a Statement of Cultural Heritage Value has not been approved by the Contracting Authority, undertake a Cultural Heritage Evaluation Report (CHER) as per guidance of the Contracting Authority. The MOU was intended to supersede the typical need and/or requirement for CHERs and HIAs. Therefore, unless there is a property-specific recommendations for a CHER/HIA we suggest deleting this.
- Where no previous assessment has been completed or a Statement of Cultural Heritage Value has not been approved by the Contracting Authority, undertake a CHER as per the previous comment
- If warranted, complete a HIA in accordance with MHSTCI Information Bulletin No. 3: Heritage Impact Assessments for Provincial Heritage Properties (2017) to identify alternatives and mitigation and monitoring commitments to avoid or lessen impacts on the Cultural Heritage Value and heritage attributes of the PHP, based on the PHP's Statement of Cultural Heritage Value (SCHV). Mitigation measures and alternatives should be consistent with the relevant conservation strategies established and adopted in a SCP. A SCP will be prepared and implemented for PHPs and PHPPS in accordance with the Project Agreement. See Comment above.
- Approval will be obtained from the MHSTCI, for any modifications to Provincially Significant properties prior to construction. It is not clear what this is referring to. Please clarify.
- During design, the recommendations of all HIAs will be followed and adhered to during design and construction, including but not limited to strategies to protect heritage attributes. See comment above. It would be more appropriate to state that "the Mitigation Measures in table XX of the Cultural Heritage Report, will be followed..."
- If there is a change in project design that is not captured or documented in a previously completed Metrolinx and/or GO Transit EPRs and/or ESRs post EA/TPAP that causes any additional heritage properties to be impacted by the proposed design/infrastructure, the Metrolinx Heritage Guidelines for Consultants (2015) MHSTCl was not aware of this document Can you clarify? and all applicable legislation will be followed to carry out additional impact assessment work and heritage studies. Please review this bullet for applicability and revised as necessary.
- Given the importance and location of some Cultural Heritage Resources, consultation with Municipal heritage staff and other jurisdictions will be undertaken as appropriate to determine if proposed infrastructure will be subject to specific policies within heritage districts or conservation areas (including parks). Be specific. Which properties.
- Selection of construction staging and laydown areas will follow the Contracting Authority's selection procedures which include avoiding heritage attributes wherever possible or effectively mitigating impacts where not possible. Staging areas should be part of the identification of impacts.
- If there is a change in project design post TPAP (exempt from TPAP. See O.Reg. 342/20. Please revise) that causes any additional heritage properties to be impacted above and beyond those described in this EPR, additional impact assessment work and heritage studies will be undertaken in accordance with applicable federal/provincial legislation.
- The Constructor to develop, submit to the Contracting Authority for approval, and implement a SCP that addresses built heritage resources and cultural heritage landscapes according to MHSTCI Information Bulletin No. 2: Preparing Strategic Conservation Plans for Provincial Heritage Properties (2017) and as outlined in the Project Agreement.
- For PHPPS, approval by MHSTCI is required. Please expand or explain
- In the case of properties identified as PHPPS and where the proposed project infrastructure will require demolition or removal and/or transfer out of provincial control, the Contracting Authority will need to obtain MHSTCI Minister's consent.
- A Request for Minister's Consent will be prepared which meets MHSTCI requirements and satisfies Contracting Authority's obligations under the Ontario Heritage Act.

Monitoring

Implement and comply with monitoring requirements and commitments pertaining to Built Heritage Resources and Cultural Heritage Landscapes /properties as per previously completed Metrolinx and/or GO Transit EPRs and/or ESRs and Addenda and the recommendations contained in any/all of the following documents: CHARs, CHERs, HIAs and SCPs. Please be specific?

Table 6-1
Discipline:
Archaeological Resources

Project Phase:

Detailed Design / Construction

Mitigation Measure (or related action) Future Commitment

- Complete all required AA (Stage 2 and Stage 3 if recommended by the Stage 2 Archaeological Assessment) as early as possible, prior to the completion of detailed design, and well in advance of any ground disturbance;
- Undertake future work in a manner that protects archaeological sites by conserving them in their original location or through archaeological field work, and endeavour to conserve significant archaeological resources in their original location through documentation, protection, and avoidance of impacts.
- Include provisions in contract as recommended by archaeological assessment(s) who will do this? Metrolinx or another party?
- The Constructor will develop and implement an Archaeological Risk Management Plan that addresses any recommendations resulting from Archaeological Assessments and documents all protocols for the discovery of human remains and undocumented archaeological resources. The Archaeological Risk Management Plan shall be amended to incorporate any additional actions required resulting from subsequent Archaeological Assessment Reports.
- All work shall be performed in accordance with Applicable Law, including but not limited to the Ontario Heritage Act, the Ministry of Heritage, Sport, Tourism and Culture Industries (MHSTCI), formerly the Ministry of Tourism, Culture and Sport (MTCS) Standards and Guidelines for Consultant Archaeologists (2011), and the MHSTCI document, Engaging Aboriginal Communities in Archaeology: A Draft Bulletin for Consultant Archaeologists in Ontario (2011).
- In the event that archaeological materials are encountered or suspected of being encountered during construction, all work will cease. The location of the findspot should be protected from impact by employing a buffer in accordance with requirements of the MHSTCI. A professionally licensed archaeologist will be consulted to complete the assessment. If materials are confirmed to possess cultural heritage value/interest then they will be reported to the MHSTCI, and further Archaeological Assessment of the materials may be required. If it is determined that there is a potential for Indigenous artifacts, the Contracting Authority should be contacted and Applicable Law will be followed.
- If final limits of the Project footprint are altered and fall outside of the assessed study area, additional Archaeological Assessments will be conducted by a professionally licensed archaeologist prior to ground disturbance and prior to construction activities. This will include completing all required Archaeological Assessments resulting from the Stage 1 Archaeological Assessment (Stage 2, Stage 3 and Stage 4, as required) as early as possible, prior to the completion of detailed design, and in advance of any ground disturbance.
- For areas determined to have archaeological potential or contain archaeological resources that will be impacted by project activities, additional Archaeological Assessment will be conducted by a professionally licensed archaeologist prior to ground disturbance.
- If human remains are encountered or suspected of being encountered during project work, all activities must cease immediately and the local police/coroner as well as the Bereavement Authority of Ontario on behalf of the Ministry of Government and Consumer Services must be contacted. Archaeological investigations of human remains will not proceed until police have confirmed the remains are not subject to forensic investigation. Once human remains have been cleared of police concern, the MHSTCI will also be notified to ensure

that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act. If the human remains are determined to be of Indigenous origin, the Contracting Authority should be contacted and all Applicable Law must be adhered to.

- All Archaeological Assessment findings will be shared with Indigenous communities, as per Metrolinx's procedures.
- Work in proximity to known cemeteries requires completion of an Archaeological Assessment prior to any proposed ground disturbance in accordance with the MHSTCI's Standards and Guidelines for Consultant Archaeologists (2011) and the Funeral, Burial, and Cremation Services Act and regulations under that Act. The wording of this should be revised to be consistent with MHSTCI advice see AA reports.

Monitoring

- Performance of the work will occur within land previously subject to an Archaeological Assessment and deemed to be clear of archaeological resources or areas of archaeological potential.
- Any site personnel responsible for carrying out or overseeing land-disturbing activities will be informed of their responsibilities in the event that an archaeological resource is encountered.
- Further Archaeological Assessment may identify the need for monitoring during construction

From: Zirger, Rosi (MHSTCI) [mailto:Rosi.Zirger@ontario.ca]

Sent: July-03-20 3:45 PM

To: Merlin Yuen

Cc: Hamilton, James (MHSTCI); Barboza, Karla (MHSTCI); Rodney Yee; James Francis; Maria Zintchenko

Subject: RE: OL - Early Works Report and EW Cultural Heritage Report

Good afternoon Merlin, et al,

Please find attached our report-specific comments for:

- Ontario Line Early Works Report (AECOM July 2020;
- Ontario Line Early Works Cultural Heritage Report (AECOM June 2020)

Some of our comments and revisions suggested for these reports (see attached) have been previously discussed or have been included in our comments previously sent for other portions of the Ontario Line reports (see list below). I have, for the most part, opted to repeat them rather than risk omission. MHSTCI's previous written comments that should be reflected in the two Early Works Reports include:

- Ontario Line West-Maps, Resources and Impacts Tables comments sent June 12, 2020
- Ontario Line -Remaining Sections comments sent June 22, 2020, and
- Ontario Line South -Maps, Resources and Impacts Tables comments sent June 26, 2020

As always we are available for clarification or further discussion as needed.

Best regards

Rosi

Rosi Zirger

A/Heritage Advisor

Ministry of Heritage, Sport, Tourism and Culture Industries
Culture Division | Programs & Services Branch | Heritage Planning Unit
401 Bay Street, Suite 1700 Toronto, Ontario M7A 0A7
Tel. M-T-W 416.314.7159 | E-mail: rosi.zirger@ontario.ca

From: Merlin Yuen <Merlin.Yuen@metrolinx.com>

Sent: June 5, 2020 5:36 PM

To: Barboza, Karla (MHSTCI) < Karla.Barboza@ontario.ca>; Zirger, Rosi (MHSTCI)

<Rosi.Zirger@ontario.ca>

Cc: Hamilton, James (MHSTCI) <James.Hamilton@ontario.ca>; Rodney Yee

<Rodney.Yee@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Maria Zintchenko

<Maria.Zintchenko@metrolinx.com>

Subject: OL - Early Works Report and EW Cultural Heritage Report

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon Karla and Rosi.

This is a follow-up email to the following correspondence sent just now through EATS:

- Ontario Line Early Works Report;
- Ontario Line Early Works Cultural Heritage Report.

Note for the EW Cultural Heritage report, all of the content/formatting of the impact/mitigation tables, historical write-up are aspects the Ministry has already reviewed through the collaborative development of the existing conditions report between the Ministry and Metrolinx. I believe the only sections the Ministry has not previously review include the community engagement, and summary/next steps sections.

As noted in that correspondence, we are looking for the Ministry's comments by end of day, July 3. Please let me know if you have any questions or issues accessing the files.

Regards,

MERLIN YUEN

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

⇒ METROLINX

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★ METROLINX

Technical Stakeholders

- Provincial
 - Ministry of Municipal Affairs and Housing

From: Ontario Line
To: eleni.taye@ontario.ca

Cc: James Francis; Merlin Yuen; Maria Zintchenko; Rodney Yee; Crystal Ho
Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:36:54 PM

Attachments: Notice of Final Environmental Conditions Report.pdf

OL FinalECR DraftExhEWR Letter of Notice ETaye.pdf Notice of Draft Early Works Report-Exhibition.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

To: Michael.Collens@ontario.ca

Cc: James Francis; Maria Zintchenko; Merlin Yuen; Rodney Yee; Crystal Ho
Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:38:10 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice MCollens.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

To: <u>stewart.chisholm@ontario.ca</u>

Cc: James Francis; Merlin Yuen; Maria Zintchenko; Rodney Yee; Crystal Ho
Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date:Monday, November 30, 2020 4:39:07 PMAttachments:Notice of Draft Early Works Report-Exhibition.pdf

Notice of Final Environmental Conditions Report.pdf
OL FinalECR DraftExhEWR Letter of Notice SChisholm.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

To: <u>maya.harris@ontario.ca</u>

 Cc:
 James Francis; Maria Zintchenko; Rodney Yee; Merlin Yuen; Crystal Ho

 Subject:
 Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date:Monday, November 30, 2020 4:39:54 PMAttachments:Notice of Draft Early Works Report-Exhibition.pdf

Notice of Final Environmental Conditions Report.pdf OL FinalECR DraftExhEWR Letter of Notice MHarris.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

To: heather.watt@ontario.ca

Cc: James Francis; Merlin Yuen; Maria Zintchenko; Crystal Ho; Rodney Yee

Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:40:40 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice HWatt.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

"Collens, Michael (MMA)"; "Taye, Eleni (MMA)"

James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; "Chisholm, Stewart (MMA)"; Crystal Ho Cc:

RE: Ontario Line - Environmental Conditions and Early Works Draft Report Review Date: July 2, 2020 12:45:00 PM

Attachments

Subject:



Good afternoon Michael and Eleni,

This is just a friendly reminder that we are looking for comments be provided for the following draft Ontario Line Early Works and Environmental Conditions Reports by end of day today, July 2nd:

- Natural Environment Environmental Conditions Report;
- Noise and Vibration Environmental Conditions Report;
- Socio-Economic and Land Use Characteristics Environmental Conditions Report;
- Air Quality Early Works Memo;
- Natural Environment Early Works Report;
- Noise and Vibration Early Works Report; and
- Traffic and Transportation Early Works Memo.

We are also looking for comments to be provided for the following draft Ontario Line Early Works Reports by end of day tomorrow, July 3rd:

- Early Works Report; and
- Cultural Heritage Early Works Report.

Feel free to contact me if you have any questions.

Thank-you,

Crystal Ho

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



From: Ontario Line

Sent: Wednesday, June 24, 2020 1:47 PM To: 'Collens, Michael (MMA)'; 'Taye, Eleni (MMA)'

Cc: James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; 'Chisholm, Stewart (MMA)'; Crystal Ho

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

Good afternoon Michael and Eleni,

This is just a follow-up email to the draft Stage 1 Archaeology and Cultural Heritage Reports for Ontario Line Environmental Conditions that I circulated just now via EATS for your review. As noted in the correspondence on EATS we are currently looking for the Ministry's comments by July 11th, 2020 for the Cultural Heritage Report, and by July 22nd, 2020 for the Archaeology Report. Please let me know if you have any questions or concerns with the timeline.

Thanks.

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment 130 Adelaide St West | Toronto | Ontario | M5H 3P5

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



From: Ontario Line

Sent: Tuesday, June 23, 2020 3:23 PM

To: 'Collens, Michael (MMA)'; 'Taye, Eleni (MMA)'

Cc: James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; 'Chisholm, Stewart (MMA)'; Crystal Ho

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

Good afternoon Michael and Eleni,

This is just a follow-up email to the draft Ontario Line Environmental Conditions Reports that I circulated just now via EATS for your review:

Draft Environmental Conditions Report	Date Comments Requested by
Air Quality ReportTraffic and Transportation Report	July 10 th , 2020
Soil & Groundwater Chapter	July 21 st , 2020

As noted in the correspondence on EATS and in the table above, we are currently looking for the Ministry's comments by July 10th for the Air and Traffic reports, and by July 21st for the Soil & Groundwater Chapter. Please let me know if you have any questions or if you have any difficulties receiving the file and I can recirculate.

Thank-you,

Crystal Ho

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



From: Crystal Ho

Sent: Monday, June 15, 2020 3:00 PM

To: 'Collens, Michael (MMA)'; 'Taye, Eleni (MMA)'

Cc: James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; 'Chisholm, Stewart (MMA)'; Crystal Ho

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

Good afternoon Michael and Eleni,

This is just a follow-up email to the draft Ontario Line Environmental Conditions Report that I circulated just now via EATS for your review. As noted in the correspondence on EATS, we are currently looking for the Ministry's comments by end of day July 10th. Please let me know if you have any questions or if you have any difficulties receiving the file and I can recirculate.

Regards,

Crystal Ho

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



Sent: Friday, June 05, 2020 4:37 PM

To: 'Collens, Michael (MMA)'; Taye, Eleni (MMA)

Cc: James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; Kuru Satkunanathan; Chisholm, Stewart

(MMA); Crystal Ho

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

Good afternoon Michael and Eleni,

I have also circulated the following draft Ontario Line Early Works reports today via EATS for your review:

- Draft Early Works Report; and
- Draft Cultural Heritage Early Works Report.

As noted in the correspondence on EATS, we are currently looking for the Ministry's comments by end of day on July 3rd. Please let me know if you have any questions or if you have any difficulties receiving the file and I can recirculate.

Thanks,

Crystal Ho

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

cid:image001.png@01D383BB.69256DE0



From: Collens, Michael (MMA) [mailto:Michael.Collens@ontario.ca]

Sent: Friday, June 05, 2020 10:52 AM **To:** Ontario Line; Taye, Eleni (MMA)

Cc: James Francis; Merlin Yuen; Rodney Yee; Maria Zintchenko; Laura Witherow; Kuru Satkunanathan; Chisholm, Stewart

(MMA)

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

Hi Crystal,

Thank you for sharing the reports. I confirm we have them through EATS.

Best,

Michael Collens

Senior Associate (A), Growth Planning, Data & Analysis Growth Management Program Policy, Planning, Analysis & Delivery Ontario Growth Secretariat Ministry of Municipal Affairs and Housing

777 Bay Street, Suite 2304 Toronto ON M7A 2J3 Tel: 416-325-7269

Fax: 416-325-7403

From: Ontario Line <ontarioline@metrolinx.com>

Sent: June-04-20 5:55 PM

To: Collens, Michael (MMA) < Michael.Collens@ontario.ca; Taye, Eleni (MMA) < Eleni.Taye@ontario.ca
Cc: James Francis < James.Francis@metrolinx.com; Merlin Yuen < Merlin.Yuen@metrolinx.com; Rodney Yee < Rodney Yee Rodney Yee</a

<<u>Laura.Witherow@metrolinx.com</u>>; Kuru Satkunanathan <<u>Kuru.Satkunanathan@metrolinx.com</u>>; Chisholm, Stewart

(MMA) < Stewart.Chisholm@ontario.ca>

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

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon Michael,

Thanks for letting me know. We will add yourself and Eleni to our notification list. We had Stewart Chisholm as a contact point in the Ontario Growth Secretariat as well and have copied him to this email.

Also, I wanted to follow up on the Ontario Line Environmental Conditions and Early Works technical reports circulated just now via EATS for review, which include the following:

- Draft Natural Environment Environmental Conditions Report;
- Draft Noise and Vibration Environmental Conditions Report;
- Draft Socio-Economic and Land Use Characteristics Environmental Conditions Report;
- Draft Air Quality Early Works Memo;
- Draft Natural Environment Early Works Report;
- Draft Noise and Vibration Early Works Report; and
- Draft Traffic and Transportation Early Works Memo.

As noted in the correspondence on EATS, we are currently looking for the Ministry's comments by end of day on July 2. Please let me know if you have any questions or if you have any difficulties receiving the file and I can recirculate.

Thanks,

Crystal Ho

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



From: Collens, Michael (MMA) [mailto:Michael.Collens@ontario.ca]

Sent: Thursday, June 04, 2020 1:34 PM

To: Ontario Line

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

leni (MMA)

Subject: FW: Ontario Line - Environmental Conditions and Early Works Draft Report Review

Hi Crystal,

Thank you for reaching out. MMAH would like the opportunity to review the documents.

Also, please add me and Eleni Taye (<u>eleni.taye@ontario.ca</u>) to your notification list, and remove Jeff Thompson, as we are the contact points in the Ontario Growth Secretariat.

Best,

Michael Collens

Senior Associate (A), Growth Planning, Data & Analysis Growth Management Program Policy, Planning, Analysis & Delivery Ontario Growth Secretariat Ministry of Municipal Affairs and Housing

777 Bay Street, Suite 2304 Toronto ON M7A 2J3 Tel: 416-325-7269

From: Ontario Line < ontarioline@metrolinx.com>

Sent: June 2, 2020 3:20 PM

Fax: 416-325-7403

To: Thompson, Jeff (MMA) < <u>Jeff.Thompson@ontario.ca</u>>

Cc: James Francis
James.Francis@metrolinx.com; Merlin Yuen
Merlin.Yuen@metrolinx.com; Rodney Yee
Rodney.Yee@metrolinx.com; Maria Zintchenko@metrolinx.com; Laura Witherow

Laura.Witherow@metrolinx.com; Kuru Satkunanathan
Kuru.Satkunanathan@metrolinx.com; Crystal Ho

Crystal.Ho@metrolinx.com; Crystal
<a href="mailto:Crystal.Ho@m

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

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon,

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

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

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

Sincerely,

Crystal Ho

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

cid:image001.png@01D383BB.69256DE0



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

From: <u>Ingraldi, Aldo (MMAH)</u>

To: Ontario Line

Cc: Watt, Heather (MMAH); Harris, Maya (MMAH)

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

Date: Tuesday, June 02, 2020 4:13:00 PM

Attachments: <u>image001.png</u>

Hi Crystal,

Could you take me off your distribution list and add Heather Watt and Maya Harris who are the Managers of Community Planning and Development at the ministry's Municipal Services Office – Central Region.

Thank you. Aldo

Aldo Ingraldi, MCIP, RPP

Team Lead - Planning

Municipal Services Office – Eastern Region

Ministry of Municipal Affairs and Housing

8 Estate Lane

Rockwood House

Kingston ON K7M 9A8

Telephone: 613-545-2199

Email: Aldo.Ingraldi@ontario.ca

From: Ontario Line <ontarioline@metrolinx.com>

Sent: June 2, 2020 3:24 PM

To: Ingraldi, Aldo (MMAH) < Aldo.Ingraldi@ontario.ca>

Cc: James Francis <James.Francis@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Laura Witherow <Laura.Witherow@metrolinx.com>; Kuru Satkunanathan

<Kuru.Satkunanathan@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

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

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good Afternoon,

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

the Ontario Science Centre in the City of Toronto.

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Sincerely,

Crystal Ho

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



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Technical Stakeholders

- Provincial
 - Ministry of Natural Resources and Forestry

To: ruth.lindenburger@ontario.ca

Cc: James Francis; Merlin Yuen; Maria Zintchenko; Crystal Ho; Rodney Yee

Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:41:07 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice RLindenburger.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

Metrolinx

To: <u>steven.strong@ontario.ca</u>

Cc: James Francis; Maria Zintchenko; Merlin Yuen; Rodney Yee; Crystal Ho
Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:42:05 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice SStrong.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

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Regards,

Crystal Ho

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

Metrolinx

To: "ruth.lindenburger@ontario.ca"

Cc: "James Francis"; "Merlin Yuen"; "Rodney Yee"; "Maria Zintchenko"; Laura Witherow; "Kuru Satkunanathan";

Crystal Ho

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

Date: Tuesday, June 02, 2020 3:26:00 PM

Attachments: MNRF R.Lindenburger.pdf

Attachment#1.pdf Attachment#2.pdf Attachment#3.pdf image001.png

Good Afternoon,

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

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

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

Sincerely,

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment 130 Adelaide St West | Toronto | Ontario | M5H 3P5

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



To: <u>"steven.strong@ontario.ca"</u>

Cc: "James Francis"; "Merlin Yuen"; "Rodney Yee"; "Maria Zintchenko"; Laura Witherow; "Kuru Satkunanathan";

Crystal Ho

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

Date: Tuesday, June 02, 2020 3:30:00 PM

Attachments: MNRF S.Strong.pdf

Attachment#1.pdf Attachment#2.pdf Attachment#3.pdf image001.png

Good Afternoon,

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

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

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

Sincerely,

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment 130 Adelaide St West | Toronto | Ontario | M5H 3P5

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



Technical Stakeholders

- Provincial
 - Ministry of the Environment,
 Conservation and Parks

From: Merlin Yuen

Sent: January 29, 2021 2:49 PM

To: Batista, Cindy (MECP) < Cindy.Batista@ontario.ca>

Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; James Francis

<James.Francis@metrolinx.com>; Cooke, Nicole <nicole.cooke@aecom.com>; Madelin Blacha

<madelin.blacha@aecom.com>

Subject: Exhibition Station Early Works - MECP Comments

Good afternoon Cindy – hope you're doing well.

Thank you for your comments to the Exhibition Early Works Report. Please see attached our comment responses to your comments, documenting changes to the Exhibition Station Early Works Report. Note that there are two sets:

- TDO Comments provided on December 22, 2020;
- MECP Discipline specific comments (re: Comment #5 on Alternatives, and AQ Comments #7-19).

Let me know if there are any outstanding comments following this circulation, otherwise we'd appreciate if your team can document this set as closed off.

Regards,

MERLIN YUEN

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

* Actions:

1 = Will comply

Ontario Line - MECP Early Works Comments

* Actions:

2 = Discuss, clarification required

P = Pending incorporation in design

C = Classed implementation complete

Ontario I	ine - MEC	P Early Works (Comments	2 = Discuss, clarification required 3 = Not applicable because	P = Pending incorporation in design C = Closed, implementation complete			
Review Cod	Đ:		Document Name	Ontario Line - EW - AQ Memo - MECP Comment Sheet	C = Closed, Implementation complete Revised By:	Name, Acror	ıvm	
Location:	-		Contract Name:	Official Cities EW - Act Wellio - WEGI Comment Global	Date In:	realite, Auror	·,	1
% Completion	on:		Contract No:		Date Out:			
	Reviewer		Part, Chapter,		Response & Details	Action	Status	
Item No.	Name	Description	Sec, Subsec, page, DWG#	Review Comment	(Authors -)	1 / 2 / 3* (Authors)	O / P / C** (Reviewer)	Revised Response & Details
1	Amanda Graham	Air Quality	Section 1.1	Section 1.1 states that the Air Quality Memorandum (AQM) assesses construction effects and identifies mitigation measures relating to the Early Works. For clarity, the AQM should also state when potential air quality impacts from the operations of the Ontario Line will be assessed. The AQM should also clarify when or if air quality impacts from the operation of the larger aspects of the Early Works will be assessed, such as the underpass for the Broadview Avenue extension and the expansion of the Eastern Avenue rail bridge to accommodate the two Ontario Line tracks.	Section 2 Methodology clarifies that this Air Quality Report assesses the potential construction impacts of early works, and Project operations will be assessed under a separate cover.		С	
2	Amanda Graham	Air Quality	Section 1.3, Table 1-1	Please clarify if the six new bridges as part of the Lakeshore East Joint Corridor will accommodate vehicle or other rail traffic, or if the new bridges will only be used for the Ontario Line.	In updated revisions of the report, Ontario Line early works have been split into separate reports. Lakeshore East Joint Corridor early works will be assessed under separate cover. Response to this comment will be revisited as part of updates to the Lakeshore East Joint Corridor early works report.		С	
3	Amanda Graham	Air Quality	Tables 2-1 and 2-4	Tables 2-1 and 2-4 do not show the same values for the 1-hour SO2 AAQC. Table 2-1 and the % of Standard Limit calculations in Table 2-4 should be revised to reflect the updated 1-hour and annual SO2 AAQCs. The updated SO2 AAQCs have the same values as the revised SO2 O. Reg. 419/05 SO2 standards which will come into effect in 2023. Note the SO2 1-hour AAQC has been updated from 275 upm's to 100 upm's, and the annual SO2 AAQC. Since the online AAQC is upm's to 100 upm's. Further, there is no longer a 24-hour SO2 AAQC. Since the online AAQC list has not yet been updated for reflect these changes, please refer to the decision document for additional information https://prod-environmental-registry.s.3-mazonaws.com/2018-03/SO2%20Decision%20Document%20%28March%202018%29_0.pdf	Updates will be incorporated into Tables 2-1 and 2-4 as suggested.		С	
4	Amanda Graham	Air Quality	Section 2.1 and Tables 2-3	Typically, the background concentrations used in EAs are determined by calculating the 90th percentile value from a 5 year data set for each averaging period. However, the description in Section 2.1 suggests that the 1-hour, 8-hour and 24-hour background values were calculated by averaging sech year's 90th percentile value of the bourly measurements. Please calify the averaging sech earlier than 1-hour, 8-hour and 24-hour background concentrations shown in Table 2.3 and, if required, address the wording in the first builet point of Section 2.1.	The approach to calculating the overall 90th percentile for the data set was to calculate the individual year's 90th percentile data, provided in a 1-year format from the NAPS. Monitoring online data optral (as shown in Table 3-1), then to average a selection of the most recent and complete five year's 90th percentile data (shown in Table 3-2). The wording in Section 3.1 will be updated to clarify this approach.		С	
5	Amanda Graham	Air Quality	Table 2-4	Please clarify how the average of background data values shown in Table 2-4 were calculated as they do not seem to correlate with the 90th percentile values shown in Table 2-3.	Background data values in Table 3-2 were calculated in the same methodology as indicated in the response to comment no. 4. Any typos in averaging between Table 3-1 and 3-2 will be corrected.		С	
6	Amanda Graham	Air Quality	Table 2-4	Table 2-4 should include the 1-hour NO2 and SO2 CAAQS. Since this would be for comparison purposes only, a direct comparison with the 90th percentile background value is acceptable, as opposed to calculating the CAAQS metrics.	Table 3-2 will be updated to include the 1-hour NO2 and SO2 CAAQS limits for comparison. The comment regarding comparison to 90th percentile background data is noted.		С	
7	Amanda Graham	Air Quality	Section 4.1, Section 1.3 of the Air Quality Management Plan (AQMP)	Section 4.1 states that the "Air Monitoring Directive" (2016), published by the Alberta Environment and Parks (AEP), was used as "an additional quideline for best practices." Please clarify what additional best practices from Alberta's Air Monitoring Directive were included in this AOMP that are not found in or differ from the ministry's Operations Manual for Air Quality Monitoring in Ontario (2018).	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		o	The Air Quality Management Plan has not been included in the Draft Early Works Report and will be completed prior to construction when additional design and implementation details are available. The Alberta Air Monitoring Directive was referenced as supplementary information where there was no comparable guidance in the Ontario guideline or where more specific guidance was provided in the Alberta guideline.
8	Amanda Graham	Air Quality	Table 1 of the AQMP	Please note that the most recent published version of the AAQCs is dated 2016.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0	The AAQC levels listed in Table 2-1 and Table 3-1 of the AQ report (EWR Appendix A3) are current to May 1, 2020 and the reference has been updated accordingly. The exception to this is the use of sulphur dioxide standards from the technical memorandum "Technical Assessment and Standards Development Branch Ministry of the Environment and Climate Change. Ontairo Air Standards for Sulphur Dioxide (2018) as recommended by the MECP commentary on both the Early Works and Existing Conditions reports for Ontaino Line. The comparable standards for Sulphur dioxide within the May 2020 AAQC are listed in pbp, rather than updn's with a 200c temperature used for conversion, rather than 10oC as referenced in the report and requested by MECP during the review period. This is explained in Note #2 below Table 2-1.
9	Amanda Graham	Air Quality	Table 2 of the AQMP	Table 2 indicates that the maximum background values are presented. However, when compared with Table 2-4 of the memorandum, these values seem to be the 2017 90th percentile calculations only. Please clarify.			0	The Air Quality Management Plan has not been included in the Draft Early Works Report and will be completed prior to construction when additional design and implementation details are available. The values in Table 3-1 of the revised Air Quality report reference the 2017 90th percentile values.
10	Amanda Graham	Air Quality	Table 3 and Table 6 of the AQMP	The PM2.5 24-hour AAQC is 27 ug/m3 rather than 25 ug/m3.	In updated revisions of the report, the Air Quality Management Ptan has been removed from this report and will be completed prior to construction when additional design details are advanced.		o	The Air Quality Management Plan has not been included in the Draft Early Works Report and will be completed prior to construction when additional design and implementation details are available. However, application of threshold 'Action Level' triggers for implementation of specific and increasing intensity mitigation activities linked to specific construction activities has been included into the mitigation table within the Air Quality Report and subsequent air quality management plans will reference the correct PM2.5 AAQC value.

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors ·)	Action 1 / 2 / 3* (Authors)	Status O / P / C** (Reviewer)	Revised Response & Details
11	Amanda Graham	Air Quality	Section 3.2 of the AQMP	Section 3.2 should clearly state how many meteorological stations will be set up for each of the four Early Works projects.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0	The Air Quality Management Plan has not been included in the Draft Early Works Report and will be completed prior to construction when additional design and implementation details are available. However, mitigation including on-site meteorological monitoring in conjunction with real-time particulate monitoring representative of receptor impacts are included in the mitigation table within the Air Quality Report and the consideration for stating how many meteorological stations will be set up in the early works study area will be included in subsequent air quality management plan.
12	Amanda Graham	Air Quality	Section 3.3	It is recommended to monitor baseline conditions for longer than 1 week in order to capture representative concentrations under varying meteorological conditions.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0	Comment noted. The Air Quality Management Plan has not been included in the Draft Early Works Report and will be completed prior to construction when additional design and implementation details are available. Significant construction air quality impacts are not anticipated at this time due to the scope and nature of the work. Baseline monitoring duration will be project-specific and will be confirmed as design progresses and more detailed implementation information is available.
13	Amanda Graham	Air Quality	Section 3.3, Figures 7 & 8	It is recommended, where possible, to site monitors both upwind and downwind of construction activities at each of the Early Works sites.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0	The Air Quality Management Plan has not been included in the Draft Early Works Report and will be completed prior to construction when additional design and implementation details are available. However, in the mitigation table of the revised Air Quality Report, monitoring activities have been included which note that sting monitors both upwind and downwind of construction activities will be completed, where possible.
14	Amanda Graham	Air Quality	Section 3.3	Please clarify why the Alberta Air Monitoring Directive 2016 was followed for siting criteria of continuous and intermittent samplers as opposed to Section 5 of the ministry's Operations Manual for Air Quality in Ontario (2018).	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0	The Air Quality Management Plan has not been included in the Draft Early Works Report and will be completed prior to construction when additional design and implementation details are available. However, the Albetta Air Montioring Directive was referenced as supplementary information where there was no comparable guidance in the Ontario guideline or where more specific guidance was provided in the Alberta guideline.
15	Amanda Graham	Air Quality	Section 3.3 AQMP	It is recommended to consider increasing the frequency of 24-hour silica sampling from every 3 months to monthly in order to be conservative and ensure that silica concentrations are being accurately calculated on an hourly basis. In addition, Section 3.3 states that silica sampling shall be performed under normal construction conditions. It is recommended to perform silica sampling when activities that are expected to contribute to particulate and silica emissions are being conducted rather than only being performed under normal construction conditions.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0	The Air Quality Management Plan has not been included in the Draft Early Works Report and will be completed prior to construction when additional design and implementation details are available. However, slics asmpling will be included into the mitigation measures table of the revised Air Quality Report.
16	Amanda Graham	Air Quality	Table 4	Table 4 states that several monitoring activities will continue "throughout project duration". Please clarify if this means throughout construction only, or if monitoring will continue through operation of the Ontario Line.			0	The Air Quality Management Plan has not been included in the Draft Early Works Report and will be completed prior to construction when additional design and implementation details are available. However, monitoring throughout the project duration refers to during the construction phase and not throughout project operations. The miligation table in the revised Air Quality Report clarifies that air quality monitoring will occur throughout the construction duration.
17	Amanda Graham	Air Quality	Table 6	It is unclear if there is a complaint response procedure for dust complaints and how this procedure would be integrated into the Immediate Response column of Table 6.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0	The Air Quality Management Plan has not been included in the Draft Early Works Report and will be completed prior to construction when additional design and implementation details are available. However, mitigation has been included into the mitigation table in the revised air quality report to note that a complaints resolution process would be developed and included as part of the air quality management plan.
18	Amanda Graham	Air Quality	Section 6.2.1	The ministry's Operations Manual for Air Quality in Ontario (2018) recommends consulting the Standards Council of Canada (SCC) or the Canadian Association for Laboratory Accreditation (CALA) for a list of accredited Ontario analytical laboratories to perform specific air analyses.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0	The Air Quality Management Plan has not been included in the Draft Early Works Report and will be completed prior to construction when additional design and implementation details are available. However it is noted that laboratory work is to be carried out by independent subcontracted analytical facilities that have CA/QC procedures including consulting the Standards Council of Canada (SCC) or the Canadian Association for Laboratory Accreditation (CALA) for a list of accredited Ontario analytical laboratories to perform specific air analyses.
19	Amanda Graham	Air Quality	AQMP	The AQMP should include a section that describes what action will be taken if contaminated soil is discovered during construction activities.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0	The Air Quality Management Plan has not been included in the Draft Early Works Report and will be completed prior to construction when additional design and implementation details are available. This mitigation measure has been added to Table 4-1 and 4-2 of the Air Quality Report.

Povid	w Comm	ents Spreadsh	anot .	* Actions:	** Status:	24		
		-		1 = Will comply 2 = Discuss, clarification required	O = Open, not resolved D = Open in or resolved D = Open in or resolved D = Open in or resolved in decire	ntario		
Ontar	io Line - M	ECP Early Work	s Comments	3 = Not applicable because	P = Pending incorporation in design C = Closed, implementation complete			
			Project Name:	Ontario Line Draft Early Works Report (EWR)	Revised By:			
			Project No:	Draft Environmental Reports	Date In: Date Out:			-
Itam	Reviewer	Report Name	Part, Chapter, Sec,		Response & Details	Action	Status O / P / C**	D : 1D
No.	Name	Report Name	Subsec, page, DWG#	Review Comment	(Authors -)		(Reviewer)	Revised Response & Details
1	C. Batista	Draft EWR	Introduction	This section states that the draft EWR has been completed in accordance with Section 8 of the Ontario Line Regulation. Please note that the correct regulation name is Ontario Regulation 341/20, Ontario Line Project. It is understood that at the time this report was being written, the regulation name was not finalized. Please update report to reflect new regulation name, accordingly.	This will be updated in all revised reports to refer to the Ontario Line Regulation as O. Reg. 341/20, Ontario Line Project.		С	
2	C. Batista	Draft EWR	Section 1.2	This section states that Metrolinx is proceeding with 4 priority projects and Ontario Line Project, as one of the 4, however, it is understood that the Yonge Subway extension, although identified as a priority project, it is currently not going ahead at this time. Please confirm. Also for some context for the readers, a description of what the priority projects are and why they are considered priority will be helpful for readers to understand.	In updated revisions of the report, this sentence referencing the four priority subway projects has been removed and revised to focus on the Ontario Line.		С	
3	C. Batista	Draft EWR	Section 1.2	The Relief Line Project had three proponents, Metrolinx, City of Toronto and TTC. Please make correction.	In updated revisions of the report, this sentence has been removed.		С	
4	C. Batista	Draft EWR	Section 1.2	The 'Project Overview' section should include additional details about the project, such as, how much of the subway line will be underground vs. above ground, number of new bridges and crossings, etc.	Project details such as alignment length, station locations, and number of stations have been included in the Project Overview section however, project details are still being refined and as such, have not been documented in this section.		С	
5	C. Batista	Draft EWR	Section 3	This section, along with describing the early works activities, is also suppose to describe the alternatives that were considered. This section does not describe alternatives that were considered for the project. This is a requirement under section 8(2)(1) of the Ontario Regulation 321/20, Ontario Line Project.	In updated revisions of the report, Section 1.3.3 describes alternatives considered for the project.		Mx to revise response based on MECP & Mx phone discussion.	Additional information have been included in the Final EWR Section 1.3.3 that documents the consideration of alternatives for Exhibition Station early works.
6	C. Batista	Draft EWR	Section 3	Although this section does provide a description of the early works activities, it is very light in terms of the level of detail one would expect see for early work activities. For example: - no specifics regarding the passenger tunnels and the exact location of where they will be constructed; - the report speaks to improvements to portions of the existing GO platforms, but does not describe what these are; - two new bridges will be constructed on each side of the existing rail bridge which crosses the Don River, but it is unclear where these bridges will be built; and, - the proposed East Harbour station that was originally proposed for the Smart Track project will require minor changes to accommodate the Ontario Line project but the minor changes are not described. Figures showing the site plan for early work activities should be included in addition to providing more details about the early work activities/infrastructure. It is not clear to the reader where in the footprint, the early work activities will be constructed.	Early works components placement and detailed description is provided in the revised report. Refer to Figures 3-1 and 3-3. Information regarding East Harbour Station has been revised to be in its own early works report, under separate cover.		С	
13	C. Batista	Draft EWR	Section 4.1.1	In this section it states that natural environment conditions were documented based on the review of the following previously completed EPRs within the study area. The one report listed in this section is not an EPR. The 'Natural Environment Screening Memorandum Exhibition GO Station (4Transit, 2020)' appears to be a report that was prepared perhaps for this Project? It is not clear. Will all of the supporting documentation used for the Early Works Report be available online? These reports should be made available, if possible.	memo was developed in 2016 and posted on the Medicinix website as part of the Lakeshore West project. The 2020 memo was an addendum to the 2018 and 2019 memo, and is not planned to be provided for public review.		С	
14	C. Batista	Draft EWR	Section 4.0	This section states that a natural environment early works report was prepared. The ministry does not recall this report being shared with ministry staff for review. Will this report be made available at the same time the draft early works report is made available for public review?	A natural environment report was prepared in support of the Exhibition Station early works for which the natual heritage findings are summarized within the Exhibition Station Early Works Report and will be appended to the main Early Works Report. This report will be made available for review in conjunction with the review of the Draft Early Works Report.		С	
15	C. Batista	Draft EWR	Surface Water	Some aspects of the project, such as stations, will require SWM and control works while the tunneled track routes would not. It is assumed that most above grade sections will probably be along existing road easements. Please confirm. It appears that the report provides for high level identifications of what may be needed and this will be confirmed during the detail design stage. Therefore, Metrolinx needs to acknowledge that stations and other infrastructure (this needs to be described) required for the Ontario Line Project will require SWM plan and those will be prepared along with the detailed design for each section of the project.	Additional details have been provided in the revised report that outline surface water conditions within the Exhibiton Station early works study area and footprint. Language has also been added to the impact and mitigation table noting that SWM report will be completed prior to construction.		С	
	C. Batista	Draft EWR	Hydrogeology	In a geological mormation included in the report above provides a very supericial description of the geology along the proposed alignment of the proposed Unitario Subway Line. 1. A detailed description of the hydrogeology and stratigraphy will be required to satisfy the requirements of the Permit To Take Water (PTTW) or Construction Dewatering EASR. Site specific data may be required. The level of detail required for a PTTW and EASR is much more detailed than the desk top study included in this EA. Possible ground settlement from dewatering will also need to be addressed. 2. Knowledge of contaminated sites along the alignment if they occur will enable the preparation of contingency and mitigation measures for excess soil and construction dewatering. To obtain information on locations of contaminated sites along the alignment, the proponent may consider accessing ministry records (possibly through FOI). City of Toronto Archives can also be consulted to locate areas of past industrial activities. 3. Discharge from construction dewatering to the natural environment or storm sewers may require an ECA, depending on the quality of the discharge water and treatment needs to meet the Ministry's and' or City of Toronto's requirements. Characterization of groundwater along the alignment will be required. 4. The ministry's new excess soil will need to be incorporated into the project's soil management. a. Handling excess soil https://www.ontario.ca/page/handling-excess-soil, b. O. Reg. 406/19 On-Site and Excess Soil Management Regulation https://www.ontario.ca/page/management-excess-soil-guide-best-management-practices.	Additional details have been added to the Exhibition Station Early Works Report to outline hydrogeology and stratigraphy conditions within the study area and project footprint. The revised Table 4-1 also includes potential impacts and mitigation for groundwater quantity/quality, and dewatering. The table also mentions that soil management will be in-line with O. Reg 406/19. It is acknowledged that discharge from construction dewatering into the natural environment or stormsewers may require an ECA. A description and characterization of groundwater has been included in Section 5.2.		c	
16				5. The stratigraphy along the alignment should be described in much greater detail. Locations, depths and thicknesses of aquifers and aquitards should be determined to inform a PTTW but also construction options. It is imperative that pressurized aquifers be identified if present. Consideration should be given to micro-seismic surveys and boreholes to accomplish this. The objective is to minimize "surprises!"				

* Actions: ** Status Review Comments Spreadsheet 1 = Will comply O = Open, not resolved 2 = Discuss, clarification required P = Pending incorporation in design **Ontario Line - MECP Early Works Comments** 3 = Not applicable because .. C = Closed, implementation complete **Review Code:** Document Name Ontario Line - EW - N&V Report - MECP Comment Sheet Name, Acronym Revised By: Location: Contract Name Date In: % Completion: **Contract No:** Date Out: Part, Chapter, **Status** Reviewer Response & Details Item No. Description Sec, Subsec, **Review Comment** 1/2/3* O / P / C** (Authors -) Name age, DWG# (Authors) (Reviewer) Miroslav The project length of 16-kilometre is inconsistent with Existing Environmental Condition report This has been updated in the revised report to be consistent with the Existing 1 N&V Section 1.1 C Ubovic which states 15.5-kilometre Conditions Report. The Station's Initial Preferred Design (IPD) that was described in Appendix A of the New Project design has progressed since the SmartTrack Stations EPR and the most Miroslav SmartTrack Stations Environmental Project Report (EPR) Volume V (Metrolinx, 2018) should be 2 N&V Section 1.4 recent design will be captured within the Exhibition GO Early Works Report. All 3 С Ubovic included as the appendix to this report for the consistency of the review. Also, any changes in reference reports will be appropriately referenced in the revied report. either of reference reports should be appropriately updated. Noise and Vibration Environmental Conditions Report (AECOM, 2020) should be included as Miroslav The Environmental Conditions Noise and Vibration Report is available on the 3 N&V Section 2 appendix for consistency of the review. Also, any changes in either of reference reports should C Project website for review Ubovic be appropriately updated. This report takes the conservative approach of disregarding existing vibration levels f vibration activities from constriction occur at the same time as vibration from existing rail line, it Miroslav 4 N&V Section 2 as the report uses absolute limits, which do not change based on existing vibration 3 C Ubovic nay be beneficial to determine the base line. Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment indicates that onehour equivalent sound level. Leg is used for lavovers, stationary sources and construction This report followed applicable criteria from the City of Toronto, the Ministry of the Similarly, Lmax and L10 parameters are used for construction phase of the project. MECP noise Environment, Conservation and Parks (MECP), and Federal Transit Administration Miroslav N&V levels are based on 1-hour LEQ. Further, Metrolinx's Environmental Guide for Noise and 3 С (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, Ubovic Vibration Impact Assessment indicates that construction noise criteria is based on 15h/9h Leg. and are highlighted in Section 2. 15 min Leq, and Lmax. It is recommended that the baseline nose levels determined in the Existing Environmental Condition report are considered This report followed applicable criteria from the City of Toronto, and the Ministry of Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment indicates that Miroslav 6 N&V Section 3.23 the Environment, Conservation and Parks (MECP). For construction vibration, the 3 C Ubovic vibration level of 0.1 mm/s RMS is applicable for Metrolinx projects. report followed NPC-119 and NPC-207 criteria, and are documented in Section 2. Calculation based upon all equipment operating at their max noise levels would generate an instantaneous peak. This would not be appropriate to assess against Noise data acoustical usage factor in percentage was used. The ministry assess the noise he time averaged noise level limits. Equipment is not capable of sustained Miroslav 7 N&V Table 4.3 impact based on worst-case scenario which may be all equipment (physically possible) operate operation in this manner. 3 Ubovic at full capacity at the same time Assessment was based upon all equipment operating over the course of the assessment period, corrected for normal operations (adjustement to peak/max level). This report followed applicable criteria from the City of Toronto, the Ministry of the Miroslav As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Environment, Conservation and Parks (MECP), and Federal Transit Administration N&V Table 4.4 3 8 Ubovic Assessment uses different sound level criteria (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, and are highlighted in Section 2. This report followed applicable criteria from the City of Toronto, the Ministry of the Miroslav As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Environment, Conservation and Parks (MECP), and Federal Transit Administration 9 N&V Table 4.5 3 C FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, Ubovic Assessment uses different sound level criteria. and are highlighted in Section 2. This report followed applicable criteria from the City of Toronto, the Ministry of the As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Environment, Conservation and Parks (MECP), and Federal Transit Administration Miroslav C 10 N&V Table 4.6 3 (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria. Ubovic Assessment uses different sound level criteria. and are highlighted in Section 2. This report followed applicable criteria from the City of Toronto, the Ministry of the As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Environment, Conservation and Parks (MECP), and Federal Transit Administration Miroslav 11 N&V Table 4.7 С 3 (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, Ubovic Assessment uses different sound level criteria. and are highlighted in Section 2. Miroslav This section has been revised to include suggested vibration limit for structures С 12 N&V Section 4.6.2 Applicable vibration limits for heritage properties should be include in the report. Ubovic susceptible to vibration damage as per the FTA Guide.

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Action 1 / 2 / 3* (Authors)	Status O / P / C** (Reviewer)
13	Miroslav Ubovic	N&V	Section 5.2.2	Other applicable vibration limits that may apply should be referenced in the report.	This section has been revised to include other applicable vibration limits.	1	С
14	Miroslav Ubovic	N&V	Section 5.5.2	Applicable vibration limits for heritage properties should be include in the report.	This section has been revised to include suggested vibration limit for structures susceptible to vibration damage as per the FTA Guide.	1	С
15	Miroslav Ubovic	N&V		The sample calculations and all modeling files should be included in the submission to the MECP.	Sample calculations will be included in the revised report. Modeling files will be provided to the MECP.	1	С

PROJECT NAME:	DRAFT Early Works Report	* Actions:	** Line Item Status:
		1 = Will comply	O = Open, not resolved
PO Number:	November 2020 Report - MECP comments	2 = Discuss, clarification required	P = Pending incorporation in design
		I3 = Not applicable because	C = Closed_implementation_complete

				3 = Not applicable because	C = Closed Implementation complete		
Item No.	Discipline	Reviewer Name	Review Comment (Metrolinx, Third Party Reviewers)	Response and Details (Submitter)	* Action 1 / 2 / 3 (Submitter)	** Line Item Status O / P / C (Reviewer)	
1	Noise and Vibration - ES4 (pg. 10)	Caicedo, Jimena	The background noise levels used in the calculations are high. Can these be confirmed?	The background noise levels were obtained through in-situ remote (unmanned) noise monitoring (using calibrated equipment) and gathered over the course of several days. Noise levels higher than the base exclusionary limits can be expected in this area due to the heavily developed nature of the area.			
2	Soil - ES2 (pg. 16)	Caicedo, Jimena	Mx reports there will be a Soils and Excavated Materials Management Plan. Can MECP review this plan?	The Soil and Excavated Materials Management Plan (SEMMP) will be developed by the contractor as detailed design is completed and before construction begins and will be shared with MECP for reference once available.			
3	Soil - ES2 (pg. 16)	Caicedo, Jimena	Mx reports that permits and approvals may be required. Mx should confirm which ECAs are needed as part of the pre-work planning.	Comment noted. Permits and approvals needed will be confirmed as detailed design is completed.			
4	Soil - ES2 (pg. 16)	Caicedo, Jimena	Mx reports later in the report that laydown yards will be needed. Where will these laydown yards (aka soil banks) be located? Will Mx apply for ECA for these sites?	not anticipated to be required.			
5	Soil - ES2 (pg. 16)	Caicedo, Jimena	Separate procedures should be developed for laydown yards, as they are not construction sites and follow different rules.	As noted above, laydown and staging areas as documented in the report refer to areas for construction material storage and equipment laydown and do not include facilitation or movement of excess soil.			
6	Soil - ES2 (pg. 16)	Caicedo, Jimena	How will liquid soil be managed?	Liquid soil, if present, will be managed in accordance with the SEMMP, which will be developed by the contractor before construction commences. Management of liquid soil by the contractor will be in compliance with the requirements of O. Reg. 406/19.			
7	Soil - ES2 (pg. 16)	Caicedo, Jimena	Will any chemical additives be used to aid in the tunneling? The additives can be very odourous, and may require an odour mitigation plan for the site where excavation spoils will be stored (off-site soil bank, or on-site de-watering area)	It is not known at this time whether chemical additives are required for excavation activities. This information will be confirmed by the contractor prior to construction commencement. If chemical additives are required, they will be handled in accordance with the SEMMP, which will also be developed by the contractor prior to construction commencement. It is noted that an odour mitigation plan may be required if odorous chemical additives are used.			
8	Groundwater - ES2 (pg. 17)	Caicedo, Jimena	Mx reports there will be a Groundwater Management Plan. Can MECP review this plan?	The Groundwater Management Plan (GMP) will be developed by the contractor prior to construction commencement and will be shared with MECP for review once available.			
9	Groundwater - ES2 (pg. 17)	Caicedo, Jimena	Mx reports that permits and approvals may be required. Mx should confirm which ECAs are needed as part of the pre-work planning.	Dewatering ECAs that are required will be confirmed as detailed design progresses and prior to construction commencement. Any required ECAs will be obtained by the Contractor.			
10	Groundwater - ES2 (pg. 17)	Caicedo, Jimena	Where will the effluent (liquid waste) be discharged? How will it be treated before discharge (i.e. TSS). Will permits be needed for this treatment and/or discharge?	At this stage in the project planning, it is not known whether liquid waste will be generated and how it will be treated. If applicable, liquid waste and effluent discharge will be documented within the Groundwater Management Plan and will follow all applicable regulations (Ontario Water Resources Act). Environmental sampling to inform effluent treatment methodology development, if required, will be completed as design progresses and prior to construction commencement. Permits associated with treatment and discharge will be confirmed following completion of detailed design and prior to construction and will be obtained/held by the contractor.			
11	Air Qualiy - ES2 (pg. 19)	Caicedo, Jimena	Separate procedures should be developed for laydown yards (aka soil banks), as they are not construction sites.	Comment noted. Laydown and staging areas referred to in the Early Works Report are for purposes of construction material storage and equipment laydown. Laydown yards/soil banks are not anticipated to be required.			

Item No.	Discipline	Reviewer Name	Review Comment (Metrolinx, Third Party Reviewers)	Response and Details (Submitter)	* Action 1 / 2 / 3 (Submitter)	** Line Item Status O / P / C (Reviewer)
12	Air Qualiy - ES2 (pg. 19)	Caicedo, Jimena	Truck idling can be a significant source of noise. The Anti-idling procedure limits idling to 5 mins or less on page 19. Mx should changing this to "NO Idling on site" as per the noise abatement policy on Page 20.	Comment noted, idling-related mitigation measure/commitment will be made consistent between the Noise and Vibration and Air Quality reports in the Final Early Works Report.		
13	Property - ES2 (pg. 21)	Caicedo, Jimena	Mx reports that to "the extent possible", laydown yards will be located in areas that minimize adverse effects to sensitive receptors. This should be changed to laydown yards will be located "so that adverse effects are avoided". (i.e. like the wording used to describe "Heritage Buildings").	Laydown and staging areas referred to in the Early Works Report are for purposes of construction material storage and equipment laydown. Establishment of laydown yards, or soil banks, is not anticipated. However, when siting staging areas, Metrolinx will endeavor to minimize adverse effects to sensitive receptors to the extent possible, though impacts may be unavoidable in circumstances where there are no siting alternatives due to constructability and/or space constraints. In those instances, appropriate mitigation has been recommended (e.g. establishment of project-specific construction noise and vibration limits) and will be implemented to minimize or avoid effects.		
14	Property - ES2 (pg. 21)	Caicedo, Jimena	Laydown yards are not construction sites and therefore require ECAs/EASR – Ministry noise limits (NPC- 300 or Air Emissions EASR) apply to laydown yards.	Laydown and staging areas referred to in the Early Works Report are for purposes of construction material storage and equipment laydown. Their only use is the support of construction activities. The use of these areas are temporary and will cease at the end of construction. The use of laydown yards (i.e., soil banks) is not anticipated at this time. As the laydown/staging areas are temporary, and only associated with the construction of the Project, ECA/EASR noise limits for long term operations of a permanent facility are not applicable in this case.		
15	Permits - ES6 (pg. 27)		Mx provides a list of permits that may be needed. Mx should confirm i) which permits are required, ii) the permits Mx will apply for, and iii) the permits Mx will ask to be exempt from.	In accordance with Section 8(9) of O. Reg. 341/20, Section 7 of the draft EWR documents a description of the municipal, provincial, federal or other approvals or permits that may be required for the early works at Exhibition Station. As part of detailed design and prior to construction commencement, Metrolinx will confirm and obtain specific permits required. List of permits, including i) which permits are required, ii) the permits Mx will apply for, and iii) the permits Mx will ask to be exempt from, will be provided to MECP for reference.		
16	Study Area and Approach - Table 4- 1 (pg. 64)	Caicedo, Jimena	The noise and vibration study area included the work area plus a 250 metre buffer. Is this a large enough buffer for a noise and vibration study?	The study area was defined as the area where the most restrictive criterion (NPC-115 and NPC-118) used in the assessment could be exceeded (using conservative estimates). Buffer areas for all other criteria (NPC-300, City by-law, and FTA Guide) used in the assessment have smaller areas and as such the buffer used was deemed most appropriate.		
17	Study Area and Approach - Table 4- 1 (pg. 64)	Caicedo, Jimena	Was a noise and vibration study conducted for the laydown yards? The background noise levels used to model noise impacts in the work area may not be appropriate for modelling noise impacts from laydown yards in quieter residential neighbourhoods.			
18	Noise - Section 5.5.1 (pg. 108)	Caicedo, Jimena	Were any sensitive receptors identified in the work area and surrounding buffer?	Yes – Section 5 of the Construction Noise and Vibration Assessment Report documents the sensitive receivers (i.e., sensitive receptors) that were located within the screening distances. Receptor-specific noise predictions, shown in Table 4-1, were made for each of the senstive receptors.		

Item No.	Discipline	Reviewer Name	Review Comment (Metrolinx, Third Party Reviewers)	Response and Details (Submitter)	* Action 1 / 2 / 3 (Submitter)	** Line Item Status O / P / C (Reviewer)
19	Noise - Section 5.5.1 (pg. 108)		What are the results of the noise modelling? Are any mitigation measures needed?	Results of the noise assessment indicated that mitigation measures are required. These are summarized in Section 5 and Table ES2 of the Noise and Vibration Early Works Report (Appendix A3 of the Draft Early Works Report). As noted in Section ES2 of the draft Noise and Vibration Early Works Report, an operations assessment will be undertaken separately through the forthcoming Environmental Impact Assessment Report.		
20	Permits and Approvals - Section 7.2.2 (pg. 178)		Mx reports that under the EPA, ECAs may be needed for the operation of some equipment. ECAs may also be needed for some processes and activities. Mx should confirm which equipment and processes will need ECAs.	The Exhibition Station Early Works Report addresses impacts at the construction stage. ECAs potentially required for processes and activities are those that address the operational stage of facilities. The operational phase is addressed under separate cover - the forthcoming Environmental Impact Assessment Report, which will include noise requirements for the Ontario Line operations.		
21	Sediment and Erosion Control	Caicedo, Jimena		Typical standard ESC construction measures have been assumed as per current MECP requirements. The proposed measures will meet the current ESC standards and guidelines of the TRCA (ESC guidelines for Urban Construction 2006), the City and the MECP (MOE 2003 guidelines). While designing and implementing temporary construction ESC measures is not typically required for a 150-year event as per the current practices in Ontario, the project team will review and consider the flows associated with the 150-year event for subsequent inclusion in ESC requirements.		

From: <u>Caicedo, Jimena (MECP)</u>
To: <u>Batista, Cindy (MECP)</u>

 Cc:
 Celsie, Paul (MECP); Saeed, Sadia (MECP); Panko, Dan (MECP)

 Subject:
 TDO comments - Metrolinx Ontario Line -Early Works Exhibition Place

Date: Tuesday, December 22, 2020 2:01:21 AM

Hi Cindy,

Please see below TDO's comment on the report for the early works for Exhibition place. Please note that the briefing has not yet been scheduled.

The comments are based on current regulatory framework.

Thank you, Jimena

Early Works: Exhibition Station

Section ES.4 (Pg. 10) - Noise levels

 The background noise levels used in the calculations are high. Can these be confirmed?

Table ES-2 (Pg. 16) - Soil

- Mx reports there will be a Soils and Excavated Materials Management Plan.
 Can MECP review this plan?
- Mx reports that permits and approvals may be required. Mx should confirm which ECAs are needed as part of the pre-work planning.
- Mx reports later in the report that laydown yards will be needed. Where will these laydown yards (aka soil banks) be located? Will Mx apply for ECA for these sites?
- Separate procedures should be developed for laydown yards, as they are not construction sites and follow different rules.
- How will liquid soil be managed?
- Will any chemical additives be used to aid in the tunneling? The additives can be very odourous, and may require an odour mitigation plan for the site where excavation spoils will be stored (off-site soil bank, or on-site de-watering area)

Table ES-2 (Pg. 17) - Groundwater

- Mx reports there will be a Groundwater Management Plan. Can MECP review this plan?
- Mx reports that permits and approvals may be required. Mx should confirm which ECAs are needed as part of the pre-work planning.
- Where will the effluent (liquid waste) be discharged? How will it be treated before discharge (i.e. TSS). Will permits be needed for this treatment and/or discharge?

Table ES-2 (Pg. 19) – Air Quality

- Separate procedures should be developed for laydown yards (aka soil banks), as they are not construction sites.
- Truck idling can be a significant source of noise. The Anti-idling procedure limits idling to 5 mins or less on page 19. Mx should changing this to "NO Idling on site" as per the noise abatement policy on Page 20.

Table ES-2 (Pg. 21) – Property

- Mx reports that to "the extent possible", laydown yards will be located in areas that minimize adverse effects to sensitive receptors. This should be changed to laydown yards will be located "so that adverse effects **are avoided**". (i.e. like the wording used to describe "Heritage Buildings").
- Laydown yards are not construction sites and therefore require ECAs/EASR Ministry noise limits (NPC- 300 or Air Emissions EASR) apply to laydown yards.

Section ES.6 (Pg. 27) – Permits

Mx provides a list of permits that may be needed. Mx should confirm i) which
permits are required, ii) the permits Mx will apply for, and iii) the permits Mx will
ask to be exempt from.

Table 4-1 (Pg. 64) – Study Area definition approach

- The noise and vibration study area included the work area plus a 250 metre buffer. Is this a large enough buffer for a noise and vibration study?
- Was a noise and vibration study conducted for the laydown yards? The background noise levels used to model noise impacts in the work area may not be appropriate for modelling noise impacts from laydown yards in quieter residential neighbourhoods.

Section 5.5.1 (Pg. 108) – Noise Assessment

- Were any sensitive receptors identified in the work area and surrounding buffer?
- What are the results of the noise modelling? Are any mitigation measures needed?

Section 7.2.2 (Pg. 178) – Permits and approvals

 Mx reports that under the EPA, ECAs may be needed for the operation of some equipment. ECAs may also be needed for some processes and activities. Mx should confirm which equipment and processes will need ECAs.

Sediment and erosion

It is recommended that sediment and erosion control measures are adequate for at the very least a 150 year rain event.

From: Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca] Sent: December-22-20 9:11 AM To: Maria Zintchenko
Cc: Merlin Yuen; Desautels, Solange (MECP); Batista, Cindy (MECP); Caicedo, Jimena (MECP) Subject: RE: Ontario Line Environmental Conditions Report and draft Early Works.
Morning Maria,
Further to my email below, please find attached comments from the ministry's Toronto District Office on the draft Exhibition Station EWR for your review and action.
Cindy
From: Batista, Cindy (MECP) < Cindy.Batista@ontario.ca> Sent: December 15, 2020 11:52 AM To: Maria Zintchenko < Maria.Zintchenko@metrolinx.com> C: Merlin Yuen < Merlin Yuen@metrolinx.com>; Desautels, Solange (MECP) < Solange.Desautels@ontario.ca>; Batista, Cindy (MECP) < Cindy.Batista@ontario.ca>
Subject: RE: Ontario Line Environmental Conditions Report and draft Early Works.
Hello Maria,
Just wanted to follow-up on my email below. Both the ministry's surface water reviewer and District Office have now reviewed Metrolinx' responses. Please see updated comment response tables attached.
Thanks,
Cindy
From: Batista, Cindy (MECP) < Cindy.Batista@ontario.ca> Sent: December 9, 2020 3:33 PM
To: Maria Zintchenko Maria-Zintchenko@metrolinx.com Cc: Merlin Yuen Merlin-Yuen@metrolinx.com ; Desautels, Solange (MECP) Solange (MECP) Mechanism Mechanism Mechanism
Hello Maria,
Ministry staff have reviewed the comments response tables for the final Environmental Conditions Report (ECR) and draft Exhibition Station Early Works Report (EWR) and I can confirm the following:
For the final ECR, the ministry has is satisfied with the Metrolinx responses to my comments and source protection. I am still waiting to hear back from the ministry's district office. For the draft EWR, we discussed comment #5 regarding alternative considered over the phone (EWR worksheet table) as well as the Metrolinx' responses to the air quality comments (AQ worksheet). As you will see in this worksheet, comments #7 to 19 have the same response. There are no outstanding comments regarding noise and vibration. These comments have been addressed by Metrolinx.
I am also waiting to hear back from the reviewer on comment #15 as it relates to surface water.
Please let me know if you have any questions.

EXTERNAL SENDER: Do not click any links or open any attachments unless you trust the sender and know the content is safe.

EXPÉDITEUR EXTERNE: Ne cliquez sur aucun lien et n'ouvrez aucune pièce jointe à moins qu'ils ne proviennent d'un expéditeur fiable, ou que vous ayez l'assurance que le contenu provient d'une source sûre.

Thanks, Cindy

1							
Review	Commen	ts Spreadsheet	+	* Actions:	** Status:		
ITCVICV		to opicadonico	1	1 = Will comply	O = Open, not resolved		
Ontario I	ine - MFC	P Early Works C	Comments	2 = Discuss, clarification required	P = Pending incorporation in design		
		- Lurry Tronto C		3 = Not applicable because	C = Closed, implementation complete		
Review Cod	9:			Ontario Line - EW - AQ Memo - MECP Comment Sheet	Revised By:		ym
Location:	001111111111111111111111111111111111111				Date In:		
% Completion	•		Contract No:		Date Out:	1	0
Item No.	Reviewer	Description	Part, Chapter, Sec, Subsec,	Review Comment	Response & Details	Action 1 / 2 / 3*	Status O / P / C**
1101111101	Name	Document	page, DWG#	notion community	(Authors -)	(Authors)	(Reviewer)
1	Amanda Graham	Air Quality	Section 1.1	Section 1.1 states that the Air Quality Memorandum (AQM) assesses construction effects and identifies mitigation measures relating to the Early Works. For clarity, the AQM should also state when potential air quality impacts from the operations of the Ontario Line will be assessed. The AQM should also clarify when or if air quality impacts from the operation of the larger aspects of the Early Works will be assessed, such as the underpass for the Broadview Avenue extension and the expansion of the Eastern Avenue rail bridge to accommodate the two Ontario Line tracks.	Section 2 Methodology clarifies that this Air Quality Report assesses the potential construction impacts of early works, and Project operations will be assessed under a separate cover.		O
2	Amanda Graham	Air Quality	Section 1.3, Table 1-1	Please clarify if the six new bridges as part of the Lakeshore East Joint Corridor will accommodate vehicle or other rail traffic, or if the new bridges will only be used for the Ontario Line.	In updated revisions of the report, Ontario Line early works have been split into separate reports. Lakeshore East Joint Corridor early works will be assessed under separate cover. Response to this comment will be revisited as part of updates to the Lakeshore East Joint Corridor early works report.		С
3	Amanda Graham	Air Quality	Tables 2-1 and 2-	Tables 2-1 and 2-4 do not show the same values for the 1-hour SO2 AAQC. Table 2-1 and the % of Standard Limit calculations in Table 2-4 should be revised to reflect the updated 1-hour and annual SO2 AAQCs. The updated SO2 AAQCs have the same values as the revised SO2 O. Reg. 419/05 SO2 standards which will come into effect in 2023. Note the SO2 1-hour AAQC has been updated from 275 ug/m3 to 100 ug/m3, and the annual SO2 AAQC has been updated from 55 ug/m3 to 10 ug/m3. Further, there is no longer a 24-hour SO2 AAQC. Since the online AAQC list has not yet been updated to reflect these changes, please refer to the decision document for additional information https://prod-environmental-registry.s3.amazonaws.com/2018-03/SO2%20Decision%20Document%20%28March%202018%29_0.pdf			С
4	Amanda Graham	Air Quality	Section 2.1 and Tables 2-3	Typically, the background concentrations used in EAs are determined by calculating the 90th percentile value from a 5 year data set for each averaging period. However, the description in Section 2.1 suggests that the 1-hour, 8-hour and 24-hour background values were calculated by averaging each year's 90th percentile value of the hourly measurements. Please clarify the approach to determining 1-hour, 8-hour and 24-hour background concentrations shown in Table 2-3 and, if required, address the wording in the first bullet point of Section 2.1.	The approach to calculating the overall 90th percentile for the data set was to calculated the individual year's 90th percentile data, provided in a 1-year format from the NAPS Monitoring online data portal (as shown in Table 3-1), then to average a selection of the most recent and complete five year's 90th percentile data (shown in Table 3-2). The wording in Section 3.1 will be updated to clarify this approach.		С
5	Amanda Graham	Air Quality	Table 2-4	Please clarify how the average of background data values shown in Table 2-4 were calculated as they do not seem to correlate with the 90th percentile values shown in Table 2-3.	Background data values in Table 3-2 were calculated in the same methodology as indicated in the response to comment no. 4. Any typos in averaging between Table 3-1 and 3-2 will be corrected.		С
6	Amanda Graham	Air Quality	Table 2-4	Table 2-4 should include the 1-hour NO2 and SO2 CAAQS. Since this would be for comparison purposes only, a direct comparison with the 90th percentile background value is acceptable, as opposed to calculating the CAAQS metrics.	Table 3-2 will be updated to include the 1-hour NO2 and SO2 CAAQS limits for comparison. The comment regarding comparison to 90th percentile background data is noted.		С
7	Amanda Graham	Air Quality	Section 4.1, Section 1.3 of the Air Quality Management Plan (AQMP)	Section 4.1 states that the "Air Monitoring Directive" (2016), published by the Alberta Environment and Parks (AEP), was used as "an additional guideline for best practices." Please clarify what additional best practices from Alberta's Air Monitoring Directive were included in this AQMP that are not found in or differ from the ministry's Operations Manual for Air Quality Monitoring in Ontario (2018).	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0
8	Amanda Graham	Air Quality	Table 1 of the AQMP	Please note that the most recent published version of the AAQCs is dated 2016.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0
9	Amanda Graham	Air Quality	Table 2 of the AQMP	Table 2 indicates that the maximum background values are presented. However, when compared with Table 2-4 of the memorandum, these values seem to be the 2017 90th percentile calculations only. Please clarify.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0
10	Amanda Graham	Air Quality	Table 3 and Table 6 of the AQMP	The PM2.5 24-hour AAQC is 27 ug/m3 rather than 25 ug/m3.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0
11	Amanda Graham	Air Quality	Section 3.2 of the AQMP	Section 3.2 should clearly state how many meteorological stations will be set up for each of the four Early Works projects.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)		Status O / P / C** (Reviewer)
12	Amanda Graham	Air Quality	Section 3.3	It is recommended to monitor baseline conditions for longer than 1 week in order to capture representative concentrations under varying meteorological conditions.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		o
13	Amanda Graham	Air Quality	Section 3.3, Figures 7 & 8	It is recommended, where possible, to site monitors both upwind and downwind of construction activities at each of the Early Works sites.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0
14	Amanda Graham	Air Quality	Section 3.3	Please clarify why the Alberta Air Monitoring Directive 2016 was followed for siting criteria of continuous and intermittent samplers as opposed to Section 5 of the ministry's Operations Manual for Air Quality in Ontario (2018).	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0
15	Amanda Graham	Air Quality	Section 3.3 AQMP	It is recommended to consider increasing the frequency of 24-hour silica sampling from every 3 months to monthly in order to be conservative and ensure that silica concentrations are being accurately calculated on an hourly basis. In addition, Section 3.3 states that silica sampling shall be performed under normal construction conditions. It is recommended to perform silica sampling when activities that are expected to contribute to particulate and silica emissions are being conducted rather than only being performed under normal construction conditions.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0
16	Amanda Graham	Air Quality	Table 4	Table 4 states that several monitoring activities will continue "throughout project duration". Please clarify if this means throughout construction only, or if monitoring will continue through operation of the Ontario Line.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0
17	Amanda Graham	Air Quality	Table 6	It is unclear if there is a complaint response procedure for dust complaints and how this procedure would be integrated into the Immediate Response column of Table 6.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		0
18	Amanda Graham	Air Quality	Section 6.2.1	The ministry's Operations Manual for Air Quality in Ontario (2018) recommends consulting the Standards Council of Canada (SCC) or the Canadian Association for Laboratory Accreditation (CALA) for a list of accredited Ontario analytical laboratories to perform specific air analyses.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		o
19	Amanda Graham	Air Quality	AQMP	The AQMP should include a section that describes what action will be taken if contaminated soil is discovered during construction activities.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced. This mitigation measure has been added to Table 4-1 and 4-2 of the Air Quality Report.		o

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On	tario Line - M	IECP Early Wo	rks Comments	3 = Not applicable because	C = Closed, implementation complete	
			Project Name:	Ontario Line Draft Early Works Report (EWR)	Revised By:	
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			,	Draft Environmental Reports	Date Out:	
	Reviewer		Part, Chapter, Sec.		Response & Details	Action Status
Ite	Nome	Report Name	Subsec, page,	Review Comment	(Authors -)	1/2/3* O/P/C**
No).		DWG#		(Authors -)	(Authors) (Reviewer)
1	C. Batista	Draft EWR	Introduction	This section states that the draft EWR has been completed in accordance with Section 8 of the Ontario Line Regulation. Please note that the correct regulation name is Ontario Regulation 341/20, Ontario Line Project. It is understood that at the time this report was being written, the regulation name was not finalized. Please update report to reflect new regulation name, accordingly.	This will be updated in all revised reports to refer to the Ontario Line Regulation as O. Reg. 341/20, Ontario Line Project.	С
2	C. Batista	Draft EWR	Section 1.2	This section states that Metrolinx is proceeding with 4 priority projects and Ontario Line Project, as one of the 4, however, it is understood that the Yonge Subway extension, although identified as a priority project, it is currently not going ahead at this time. Please confirm. Also for some context for the readers, a description of what the priority projects are and why they are considered priority will be helpful for readers to understand.	In updated revisions of the report, this sentence referencing the four priority subway projects has been removed and revised to focus on the Ontario Line.	С
_	C. Batista	Draft EWR	Section 1.2		In updated revisions of the report, this sentence has been	С
3	C. Batista	DI att EWK	Section 1.2	The Relief Line Project had three proponents, Metrolinx, City of Toronto and TTC. Please make correction.	removed.	C
4	C. Batista	Draft EWR	Section 1.2	The 'Project Overview' section should include additional details about the project, such as, how much of the subway line will be underground vs. above ground, number of new bridges and crossings, etc.	Project details such as alignment length, station locations, and number of stations have been included in the Project Overview section however, project details are still being refined and as such, have not been documented in this section.	С
5	C. Batista	Draft EWR	Section 3	This section, along with describing the early works activities, is also suppose to describe the alternatives that were considered. This section does not describe alternatives that were considered for the project. This is a requirement under section 8(2)(1) of the Ontario Regulation 321/20, Ontario Line Project.	In updated revisions of the report, Section 1.3.3 describes alternatives considered for the project.	Mx to revise response based on MECP & Mx phone discussion.
6	C. Batista	Draft EWR	Section 3	Although this section does provide a description of the early works activities, it is very light in terms of the level of detail one would expect see for early work activities. For example: - no specifics regarding the passenger tunnels and the exact location of where they will be constructed; - the report speaks to improvements to portions of the existing GO platforms, but does not describe what these are; - two new bridges will be constructed on each side of the existing rail bridge which crosses the Don River, but it is unclear where these bridges will be built; and, - the proposed East Harbour station that was originally proposed for the Smart Track project will require minor changes to accommodate the Ontario Line project but the minor changes are not described. Figures showing the site plan for early work activities should be included in addition to providing more details about the early work activities/infrastructure. It is not clear to the reader where in the footprint, the early work activities will be constructed.	Early works components placement and detailed description is provided in the revised report. Refer to Figures 3-1 and 3-3. Information regarding East Harbour Station has been revised to be in its own early works report, under separate cover.	С
13	C. Batista	Draft EWR	Section 4.1.1	In this section it states that natural environment conditions were documented based on the review of the following previously completed EPRs within the study area. The one report listed in this section is not an EPR. The 'Natural Environment Screening Memorandum Exhibition GO Station (4Transit, 2020)' appears to be a report that was prepared perhaps for this Project? It is not clear. Will all of the supporting documentation used for the Early Works Report be available online? These reports should be made available, if possible.	The Natural Environment Screening Memorandum Exhibition GO Station (4Transit, 2020) was prepared in support of the Lakeshore West Infrastructure Improvements Project. The error referencing an EPR has been corrected. The original memo was developed in 2018 and posted on the Metrolinx website as part of the Lakeshore West project. The 2020 memo was an addendum to the 2018 and 2019 memo, and is not planned to be provided for public review.	С
14	C. Batista	Draft EWR	Section 4.0	This section states that a natural environment early works report was prepared. The ministry does not recall this report being shared with ministry staff for review. Will this report be made available at the same time the draft early works report is made available for public review?	A natural environment report was prepared in support of the Exhibition Station early works for which the natual heritage findings are summarized within the Exhibition Station Early Works Report and will be appended to the main Early Works Report. This report will be made available for review in conjunction with the review of the Draft Early Works Report.	С
	C. Batista	Draft EWR	Surface Water	Some aspects of the project, such as stations, will require SWM and control works while the tunneled track routes would not. It is assumed that most above grade sections will probably be along existing road easements. Please confirm. It appears that the report provides for high level identifications of what may be needed and this will be confirmed during the detail design stage. Therefore, Metrolinx needs to acknowledge that stations and other infrastructure (this needs to be described) required for the Ontario Line Project will require SWM plan and those will be prepared along with the detailed design for each section of the project.	Additional details have been provided in the revised report that outline surface water conditions within the Exhibiton Station early works study area and footprint. Language has also been added to the impact and mitigation table noting that SWM report will be completed prior to construction.	c

em	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	 Status O / P / C** (Reviewer)
C. Ba	Batista	Draft EWR	Hydrogeology	The geological miorination included in the report above provides a very supericula description of the geology along the proposed alignment of the proposed Ontario Subway Line. It is recommended that the following be addressed: 1. A detailed description of the hydrogeology and stratigraphy will be required to satisfy the requirements of the Permit To Take Water (PTTW) or Construction Dewatering EASR. Site specific data may be required. The level of detail required for a PTTW and EASR is much more detailed than the desk top study included in this EA. Possible ground settlement from dewatering will also need to be addressed. 2. Knowledge of contaminated sites along the alignment if they occur will enable the preparation of contingency and mitigation measures for excess soil and construction dewatering. To obtain information on locations of contaminated sites along the alignment, the proponent may consider accessing ministry records (possibly through FOI). City of Toronto Archives can also be consulted to locate areas of past industrial activities. 3. Discharge from construction dewatering to the natural environment or storm sewers may require an ECA, depending on the quality of the discharge water and treatment needs to meet the Ministry's and/ or City of Toronto's requirements. Characterization of groundwater along the alignment will be required.	Additional details have been added to the Exhibition Station Early Works Report to outline hydrogeology and stratigraphy conditions within the study area and project footprint. The revised Table 4-1 also includes potential impacts and mitigation for groundwater quantity/quality, and dewatering. The table also mentions that soil management will be in-line with O. Reg 406/19. It is acknowledged that discharge from construction dewatering into the natural environment or stormsewers may require an ECA.	С
6				4. The ministry's new excess soil will need to be incorporated into the project's soil management. a. Handling excess soil https://www.ontario.ca/page/handling-excess-soil , b. O. Reg. 406/19 On-Site and Excess Soil Management Regulation https://www.ontario.ca/laws/regulation/r19406 , and c. Management of Excess Soil - A Guide for Best Management Practices https://www.ontario.ca/page/management-excess-soil-guide-best-management-practices . 5. The stratigraphy along the alignment should be described in much greater detail. Locations, depths and thicknesses of aquifers and aquitards should be determined to inform a PTTW but also construction options. It is imperative that pressurized aquifers be identified if present. Consideration should be given to micro-seismic surveys and boreholes to accomplish this. The objective is to minimize "surprises!"	A description and characterization of groundwater has been included in Section 5.2.	

* Actions: ** Status Review Comments Spreadsheet 1 = Will comply O = Open, not resolved 2 = Discuss, clarification required P = Pending incorporation in design **Ontario Line - MECP Early Works Comments** 3 = Not applicable because .. C = Closed, implementation complete **Review Code:** Document Name Ontario Line - EW - N&V Report - MECP Comment Sheet Name, Acronym Revised By: Location: Contract Name Date In: % Completion: **Contract No:** Date Out: Part, Chapter, **Status** Reviewer Response & Details Item No. Description Sec, Subsec, **Review Comment** 1/2/3* O / P / C** (Authors -) Name age, DWG# (Authors) (Reviewer) Miroslav The project length of 16-kilometre is inconsistent with Existing Environmental Condition report This has been updated in the revised report to be consistent with the Existing 1 N&V Section 1.1 C Ubovic which states 15.5-kilometre Conditions Report. The Station's Initial Preferred Design (IPD) that was described in Appendix A of the New Project design has progressed since the SmartTrack Stations EPR and the most Miroslav SmartTrack Stations Environmental Project Report (EPR) Volume V (Metrolinx, 2018) should be 2 N&V Section 1.4 recent design will be captured within the Exhibition GO Early Works Report. All 3 С Ubovic included as the appendix to this report for the consistency of the review. Also, any changes in reference reports will be appropriately referenced in the revied report. either of reference reports should be appropriately updated. Noise and Vibration Environmental Conditions Report (AECOM, 2020) should be included as Miroslav The Environmental Conditions Noise and Vibration Report is available on the 3 N&V Section 2 appendix for consistency of the review. Also, any changes in either of reference reports should C Project website for review Ubovic be appropriately updated. This report takes the conservative approach of disregarding existing vibration levels f vibration activities from constriction occur at the same time as vibration from existing rail line, it Miroslav 4 N&V Section 2 as the report uses absolute limits, which do not change based on existing vibration 3 C Ubovic nay be beneficial to determine the base line. Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment indicates that onehour equivalent sound level. Leg is used for lavovers, stationary sources and construction This report followed applicable criteria from the City of Toronto, the Ministry of the Similarly, Lmax and L10 parameters are used for construction phase of the project. MECP noise Environment, Conservation and Parks (MECP), and Federal Transit Administration Miroslav N&V levels are based on 1-hour LEQ. Further, Metrolinx's Environmental Guide for Noise and 3 С (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, Ubovic Vibration Impact Assessment indicates that construction noise criteria is based on 15h/9h Leg. and are highlighted in Section 2. 15 min Leq, and Lmax. It is recommended that the baseline nose levels determined in the Existing Environmental Condition report are considered This report followed applicable criteria from the City of Toronto, and the Ministry of Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment indicates that Miroslav 6 N&V Section 3.23 the Environment, Conservation and Parks (MECP). For construction vibration, the 3 C Ubovic vibration level of 0.1 mm/s RMS is applicable for Metrolinx projects. report followed NPC-119 and NPC-207 criteria, and are documented in Section 2. Calculation based upon all equipment operating at their max noise levels would generate an instantaneous peak. This would not be appropriate to assess against Noise data acoustical usage factor in percentage was used. The ministry assess the noise he time averaged noise level limits. Equipment is not capable of sustained Miroslav 7 N&V Table 4.3 impact based on worst-case scenario which may be all equipment (physically possible) operate operation in this manner. 3 Ubovic at full capacity at the same time Assessment was based upon all equipment operating over the course of the assessment period, corrected for normal operations (adjustement to peak/max level). This report followed applicable criteria from the City of Toronto, the Ministry of the Miroslav As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Environment, Conservation and Parks (MECP), and Federal Transit Administration N&V Table 4.4 3 8 Ubovic Assessment uses different sound level criteria (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, and are highlighted in Section 2. This report followed applicable criteria from the City of Toronto, the Ministry of the Miroslav As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Environment, Conservation and Parks (MECP), and Federal Transit Administration 9 N&V Table 4.5 3 C FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, Ubovic Assessment uses different sound level criteria. and are highlighted in Section 2. This report followed applicable criteria from the City of Toronto, the Ministry of the As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Environment, Conservation and Parks (MECP), and Federal Transit Administration Miroslav C 10 N&V Table 4.6 3 (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria. Ubovic Assessment uses different sound level criteria. and are highlighted in Section 2. This report followed applicable criteria from the City of Toronto, the Ministry of the As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Environment, Conservation and Parks (MECP), and Federal Transit Administration Miroslav 11 N&V Table 4.7 С 3 (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, Ubovic Assessment uses different sound level criteria. and are highlighted in Section 2. Miroslav This section has been revised to include suggested vibration limit for structures С 12 N&V Section 4.6.2 Applicable vibration limits for heritage properties should be include in the report. Ubovic susceptible to vibration damage as per the FTA Guide.

Item No. Reviewer Name		Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Action 1 / 2 / 3* (Authors)	Status O / P / C** (Reviewer)
13	Miroslav Ubovic	N&V	Section 5.2.2	Other applicable vibration limits that may apply should be referenced in the report.	This section has been revised to include other applicable vibration limits.	1	С
14	Miroslav Ubovic	N&V	Section 5.5.2	Applicable vibration limits for heritage properties should be include in the report.	This section has been revised to include suggested vibration limit for structures susceptible to vibration damage as per the FTA Guide.	1	С
15	Miroslav Ubovic	N&V		The sample calculations and all modeling files should be included in the submission to the MECP.	Sample calculations will be included in the revised report. Modeling files will be provided to the MECP.	1	С

* Actions: Review Comments Spreadsheet 1 = Will comply 2 = Discuss, clarification required MECP Comments ECR 3 = Not applicable because Project Name: Ontario Line Environmental Conditions Report

** Status:	2.	
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C = Closed, implementation complete			

			Project Name:	Ontario Line Environmental Conditions Report	Date In:	-
			Project No:		Date In:	-
Item No.	Discipline	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Actions 1 / 2 / 3 (Authors
1	Executive Summary	Cindy Batista	ES.5	Section ES. 5 of the draft ECR states that 'future studies to support the Environmental Impact Assessment Report and/or Early Works Report(s) are not anticipated for soil and groundwater, air quality' However, in section 5.3 it states that 'an air quality impact assessment will be completed as part of the Environmental Impact Assessment Report.' Please clarify. Also, please confirm whether an air quality impact assessment report/s will be submitted to support the Early Works Report(s). In the same section of the draft ECR, it also states that 'future studies/plans to support construction activities are not anticipated for noise and vibration, socio-economic and land use characteristics, built heritage resources and cultural landscape, or archaeological resources.' Can Metrolinx provide an explanation as to why these reports are not anticipated for either the Environmental Impact Assessment Report or in future studies to support construction activities since the regulation anticipates that all environmental impacts will be studied.	This list refers to future studies aside from the Environmental Impact Assessment Report and/or Early Works Report(s). This will be clarified in ES.5 and Section 5 of the Final ECR. Natural environment, air quality, noise and vibration, cultural heritage, and traffic and transportation reports will be submitted to support the Early Works Report(s).	С
2	General	Cindy Batista	Section 1.2	Section 1.2 states that Metrolinx 'is proceeding with the planning and development of four priority transit projects under the Transit Plan for the Greater Toronto Area, one of which is the Ontario Line.' It is suggested that here Metrolinx list what the other three priority projects are in order to provide additional context and information for the reader.	In updated revisions of the report, this sentence referencing the four priority subway projects has been removed and revised to focus on the Ontario Line to enhance clarity.	С
3	General	Cindy Batista		Section 1.3 states that in 2014, the Relief Line South Project Assessment launched. For clarify, it is recommended that the draft ECR state that a transit project assessment process was completed for the Relief Line South Project; however, the project was not implemented and was replaced by the Ontario Line project, as opposed to saying it was launched. It may be unclear to readers what it means to say that this project was launched.	Section 1.3 of the Final ECR will be updated to clarify the history of the Relief Line South project and its relationship to Ontario Line.	С
4	General	Cindy Batista	Section 1.4	Section 1.4 states that the 'Ontario Line Study Area was established based on the representative alignment presented in the Ontario Initial Business Case.' The draft ECR should clearly describe how and why the boundaries of the overall study area were chosen. Readers should not have to refer to the Ontario Initial Business Case to understand how the study area was established. This document is not listed in the appendix and not sure if this document is available on your website for the public?	The Ontario Line IBC is available on the Metrolinx website. Details regarding the development of the Ontario Line Study Area, including a figure presenting the IBC representative alignment, will be added to Section 1.4 of the Final ECR.	С
5	Consultation	Cindy Batista	Section 7	The Ontario Line Project Regulation states that the consultation record should include a description of what Metrolinx did to respond to concerns expressed by Indigenous communities and interested persons; and, any commitments made by Metrolinx to Indigenous communities and interested persons. Section 7 of the draft ECR does not appear to include a description of what Metrolinx did to respond to any concerns expressed during the consultation process. Please include this description when finalizing the ECR.	This information will be more clearly included in Section 7 of the Final ECR.	С

** STATUS: O = Open, P = Pending, C = Closed

Review Comments Spreadsheet *Actions:					** Status:	
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Item No.	Discipline	Reviewer Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Actions 1 / 2 / 3 (Authors -)
1	Permits and Approvals	MECP District Office	Section 6		The EASR/ECA is applicable to permanent facilities that support project operations (i.e., maintenance and storage facility, traction power substations, etc.) and is not applicable for temporary construction storage or laydown areas. This will be clarified in Section 6.2.3.2 of the Final ECR.	MECP's District Office continues to have ongoing internal discussions regarding storage facilities for all transit projects. District Office staff will communicate directly with Metrolinx staff involved for any updates.
2	General	MECP District Office		A map of the study area was provided. Are the ancillary facilities inside this study area?	All project components (e.g., alignment, ancillary facilities, etc.) are anticipated to be located within the Ontario Line Study Area presented in the ECR.	С
3	Air Quality	MECP District Office	Table 4.1	Table 4.1 (Air Quality) – The only column for air quality is 'construction air quality". Metrolinx recommends the use of Environment Canada's BMP to mitigate construction air quality. We suggest that the MECP's Technical Bulletin "Management Approaches for Industrial Fuglitive Dust Sources" should be used to mitigate dust from storage yards and other stationary sources.	These mitigation resources will be added to Table ES-1 and Table 4-1 of the Final ECR. The same update will be made to Appendix B2 (Air Quality Report).	С

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					Date Out:		
Item No.	Discipline		Part, Chapter, Sec, Subsec, page, DWG#		Response & Details (Authors -)	Actions 1 / 2 / 3 (Authors -)	Status
1	Groundwater	MECP District Office	Section 3	CTC Source Protection Plan (CTC SPP). The draft ECR also discusses the vulnerable areas for the protection of drinking water sources that intersect with the project study area. In tables 3-14, 3-17, and 3-20 lists the applicable CTC Source Protection Plan policies for each of the line segments. We note that Table ES-2 does not address mitigation measures that relate to the protection of drinking water sources nor the implementation of applicable source protection plan policies. Table ES-2 lists several mitigative measures for the protection of the natural environment (e.g. spill prevention and contingency plans for the construction and design phases of the project) that would also protect sources of drinking water. We recommend that where measures could also benefit the protection of drinking water	The following mitigation measures will be added to Table ES-2 and Table 4-2 of the Final ECR. *Storage and Application of Road Salt: It is recommended that a Salt Management Plan that incorporates BMPs be employed on the project where the storage and application of road salt is required. *Handling and Storage of DNAPL: It is recommended that BMPs be employed on the project if the handling and storage of DNAPL is required. *Storage of Organic Solvent: It is recommended that BMPs be employed on the project if the storage of organic solvent is required. *Spill of Stored Fuel within Event Based Area: The policy related to this potential risk is specific to bulk fuel storage locations (i.e. tank farms). As this activity is not consistent with the proposed construction, it is evaluated that the related SPP policies do not apply. Despite this, where the storage and handling of fuel is required for the Ontario Line construction, it is recommended that related BMPs be employed.		c

From: <u>Maria Zintchenko</u>

To: <u>Batista, Cindy (MECP)</u>; <u>James Francis</u>

Cc: Ontario Line; Desautels, Solange (MECP); Mirjana Osojnicki; Carrie Sheaffer; Merlin Yuen

Subject: RE: MECP comments on draft Environmental Conditions Report

Date: Tuesday, December 1, 2020 3:57:55 AM

Attachments: <u>image001.pnq</u>

Hi Cindy,

Apologies for not getting back to you earlier.

The Draft Exhibition Station Early Works Report, including the Notice of Publication, can be found here: https://www.metrolinxengage.com/en/content/ontario-line-early-works-exhibition-station
The Final Environmental Conditions Report, including the Notice of Publication, is here: https://www.metrolinxengage.com/en/content/ontario-line-final-environmental-conditions-report

Thank you

Maria

From: Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]

Sent: November-30-20 11:45 AM **To:** Maria Zintchenko; James Francis

Cc: Ontario Line; Desautels, Solange (MECP); Mirjana Osojnicki; Carrie Sheaffer; Merlin Yuen; Batista,

Cindy (MECP)

Subject: RE: MECP comments on draft Environmental Conditions Report

Thank you Maria.

The ministry will review the comment response table and aim to get back to you, hopefully by the end of this week.

Please note that I was on the project website and I could not locate the Notice of Publication of Final Environmental Conditions Report and Draft Exhibition Station Early Works Report. Can you direct me to where I may find it?

Thanks again,

Cindy

From: Maria Zintchenko < Maria. Zintchenko @ metrolinx.com >

Sent: November 27, 2020 9:56 AM

To: Batista, Cindy (MECP) < Cindy.Batista@ontario.ca>; James Francis

<James.Francis@metrolinx.com>

Cc: Ontario Line <ontarioline@metrolinx.com>; Desautels, Solange (MECP)

<Solange.Desautels@ontario.ca>; Mirjana Osojnicki <Mirjana.Osojnicki@metrolinx.com>; Carrie

Sheaffer <Carrie.Sheaffer@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>

Subject: RE: MECP comments on draft Environmental Conditions Report

sender.

Hi Cindy

Please find the finalized Notices and newspaper ad attached for your reference.

Thank you Maria

From: Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]

Sent: November-26-20 8:22 AM **To:** Maria Zintchenko; James Francis

Cc: Ontario Line; Desautels, Solange (MECP); Mirjana Osojnicki; Carrie Sheaffer; Merlin Yuen

Subject: RE: MECP comments on draft Environmental Conditions Report

Thanks Maria!

To: <u>Batista, Cindy (MECP)</u>

Cc: solange.desautels@ontario.ca; miroslav.ubovic@ontario.ca; Chunmei.Liu@ontario.ca; James Francis; Rodney

Yee; Maria Zintchenko; Merlin Yuen; Crystal Ho

Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:21:06 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice MECP CBatista.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR is available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

Metrolinx

To: <u>kathleen.oneill@ontario.ca</u>

Cc: James Francis; Maria Zintchenko; Rodney Yee; Merlin Yuen; Crystal Ho; Batista, Cindy (MECP)

Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

 Date:
 Monday, November 30, 2020 4:21:53 PM

 Attachments:
 Notice of Draft Early Works Report-Exhibition.pdf

 Notice of Final Environmental Conditions Report.pdf

OL FinalECR DraftExhEWR Letter of Notice MECP KONeill.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR is available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

Metrolinx

From: Ontario Line

To: <u>lisa.trevisan@ontario.ca</u>

Cc: Batista, Cindy (MECP); James Francis; Rodney Yee; Maria Zintchenko; Merlin Yuen; Crystal Ho

Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:23:41 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice MECP LTrevisan.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR is available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

Metrolinx

From: Merlin Yuen

Sent: November-27-20 9:38 PM **To:** 'Batista, Cindy (MECP)'

Cc: Maria Zintchenko; Crystal Ho; Ontario Line; Sanzo, Adam (MECP); James Francis

Subject: RE: Ontario Line EW Reports - AQ/N&V MECP Comments

Good afternoon Cindy,

Please see attached comment responses to the Ministry's comments to the following set of Ontario Line Comments:

- Early Works Report, SWM and Hydrogeology provided on July 15, 2020;
- Early Works Air Quality Report provided on July 3, 2020;
- Early Works Noise and Vibration Report provided on June 25, 2020;

Note that the responses have been compiled into one spreadsheet under separate tabs. Please review and let us know if this set of comments can be considered closed out.

Let me know if any questions.

Have a great weekend,

MERLIN YUEN

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

∠ METROLINX

From: Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]

Sent: July-03-20 2:34 PM

To: Merlin Yuen; Sanzo, Adam (MECP)

* Actions: ** Status Review Comments Spreadsheet 1 = Will comply O = Open, not resolved 2 = Discuss, clarification required P = Pending incorporation in design **Ontario Line - MECP Early Works Comments** 3 = Not applicable because ... C = Closed, implementation complete **Review Code:** Document Name Ontario Line - EW - AQ Memo - MECP Comment Sheet Name, Acronym Revised By: Location: Contract Name Date In: % Completion: **Contract No:** Date Out: Part, Chapter, Status Reviewer Response & Details O / P / C** Item No. Sec, Subsec, **Review Comment** 1/2/3* Description (Authors -) Name page, DWG# (Authors) (Reviewer) Section 1.1 states that the Air Quality Memorandum (AQM) assesses construction effects and identifies mitigation measures relating to the Early Works. For clarity, the AQM should also state when potential air quality impacts from the operations of the Optario Line will be assessed. The Section 2 Methodology clarifies that this Air Quality Report assesses the potential Amanda Air Quality AQM should also clarify when or if air quality impacts from the operation of the larger aspects of construction impacts of early works, and Project operations will be assessed under Graham the Early Works will be assessed, such as the underpass for the Broadview Avenue extension and the expansion of the Eastern Avenue rail bridge to accommodate the two Ontario Line In updated revisions of the report, Ontario Line early works have been split into Please clarify if the six new bridges as part of the Lakeshore East Joint Corridor will Amanda Section 1.3, separate reports. Lakeshore East Joint Corridor early works will be assessed under 2 Air Quality accommodate vehicle or other rail traffic, or if the new bridges will only be used for the Ontario Graham Table 1-1 separate cover. Response to this comment will be revisited as part of updates to the Lakeshore East Joint Corridor early works report. Tables 2-1 and 2-4 do not show the same values for the 1-hour SO2 AAQC. Table 2-1 and the % of Standard Limit calculations in Table 2-4 should be revised to reflect the updated 1-hour and annual SO2 AAOCs. The updated SO2 AAOCs have the same values as the revised SO2 O. Reg. 419/05 SO2 standards which will come into effect in 2023. Note the SO2 1-hour AAQC has Tables 2-1 and 2-Amanda Air Quality been updated from 275 ug/m3 to 100 ug/m3, and the annual SO2 AAQC has been updated from Updates will be incorporated into Tables 2-1 and 2-4 as suggested. Graham 55 ug/m3 to 10 ug/m3. Further, there is no longer a 24-hour SO2 AAQC. Since the online AAQC list has not yet been updated to reflect these changes, please refer to the decision document for additional information https://prod-environmental-registry.s3.amazonaws.com/2018-03/SO2%20Decision%20Document%20%28March%202018%29 0.pdf Typically, the background concentrations used in EAs are determined by calculating the 90th The approach to calculating the overall 90th percentile for the data set was to percentile value from a 5 year data set for each averaging period. However, the description in calculated the individual year's 90th percentile data, provided in a 1-year format Section 2.1 suggests that the1-hour, 8-hour and 24-hour background values were calculated by from the NAPS Monitoring online data portal (as shown in Table 3-1), then to Amanda Air Quality Graham Tables 2-3 averaging each year's 90th percentile value of the hourly measurements. Please clarify the average a selection of the most recent and complete five year's 90th percentile approach to determining 1-hour, 8-hour and 24-hour background concentrations shown in Table data (shown in Table 3-2). The wording in Section 3.1 will be updated to clarify this 2-3 and, if required, address the wording in the first bullet point of Section 2.1. Background data values in Table 3-2 were calculated in the same methodology as Please clarify how the average of background data values shown in Table 2-4 were calculated Table 2-4 5 Air Quality indicated in the response to comment no. 4. Any typos in averaging between Table Graham as they do not seem to correlate with the 90th percentile values shown in Table 2-3. 3-1 and 3-2 will be corrected. Table 2-4 should include the 1-hour NO2 and SO2 CAAQS. Since this would be for comparison Table 3-2 will be updated to include the 1-hour NO2 and SO2 CAAQS limits for Amanda 6 Air Quality Table 2-4 purposes only, a direct comparison with the 90th percentile background value is acceptable, as comparison. The comment regarding comparison to 90th percentile background Graham opposed to calculating the CAAQS metrics. data is noted. Section 4.1 states that the "Air Monitoring Directive" (2016), published by the Alberta ection 1.3 of the Environment and Parks (AEP), was used as "an additional guideline for best practices." Please In updated revisions of the report, the Air Quality Management Plan has been Amanda clarify what additional best practices from Alberta's Air Monitoring Directive were included in this 7 Air Quality Air Quality removed from this report and will be completed prior to construction when Graham Management AQMP that are not found in or differ from the ministry's Operations Manual for Air Quality additional design details are advanced. Plan (AQMP) Monitoring in Ontario (2018). In updated revisions of the report, the Air Quality Management Plan has been Amanda Table 1 of the 8 Air Quality Please note that the most recent published version of the AAQCs is dated 2016. removed from this report and will be completed prior to construction when Graham AOMP additional design details are advanced. In updated revisions of the report, the Air Quality Management Plan has been Table 2 indicates that the maximum background values are presented. However, when Amanda Table 2 of the a Air Quality compared with Table 2-4 of the memorandum, these values seem to be the 2017 90th percentile removed from this report and will be completed prior to construction when AQMP Graham calculations only. Please clarify additional design details are advanced. Table 3 and In updated revisions of the report, the Air Quality Management Plan has been Amanda 10 Air Quality Table 6 of the The PM2.5 24-hour AAQC is 27 ug/m3 rather than 25 ug/m3. removed from this report and will be completed prior to construction when Graham AQMP additional design details are advanced In updated revisions of the report, the Air Quality Management Plan has been Amanda Section 3.2 of the Section 3.2 should clearly state how many meteorological stations will be set up for each of the 11 Air Quality removed from this report and will be completed prior to construction when Graham AQMP four Early Works projects additional design details are advanced

Review Comments Spreadsheet ** Status:				** Status:			
Review Comments Spreadsneet			τ	1 = Will comply	Open, not resolved		
Ontario Line - MECP Early Works Comments		Commonto	2 = Discuss, clarification required	P = Pending incorporation in design			
Ontario Line - WECF Early Works Comments			Comments	3 = Not applicable because	C = Closed, implementation complete		
Review Code) :		Document Name	Ontario Line - EW - AQ Memo - MECP Comment Sheet	Revised By: N	ame, Acron	ym
Location:			Contract Name:		Date In:		
% Completion	n:		Contract No:		Date Out:		
Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	(Authors -)	Action 1 / 2 / 3* (Authors)	Status O / P / C** (Reviewer)
12	Amanda Graham	Air Quality	Section 3.3	It is recommended to monitor baseline conditions for longer than 1 week in order to capture representative concentrations under varying meteorological conditions.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		
13	Amanda Graham	Air Quality	Section 3.3, Figures 7 & 8	It is recommended, where possible, to site monitors both upwind and downwind of construction activities at each of the Early Works sites.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		
14	Amanda Graham	Air Quality	Section 3.3	Please clarify why the Alberta Air Monitoring Directive 2016 was followed for siting criteria of continuous and intermittent samplers as opposed to Section 5 of the ministry's Operations Manual for Air Quality in Ontario (2018).	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		
15	Amanda Graham	Air Quality	Section 3.3 AQMP	It is recommended to consider increasing the frequency of 24-hour silica sampling from every 3 months to monthly in order to be conservative and ensure that silica concentrations are being accurately calculated on an hourly basis. In addition, Section 3.3 states that silica sampling shall be performed under normal construction conditions. It is recommended to perform silica sampling when activities that are expected to contribute to particulate and silica emissions are being conducted rather than only being performed under normal construction conditions.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		
16	Amanda Graham	Air Quality	Table 4	Table 4 states that several monitoring activities will continue "throughout project duration". Please clarify if this means throughout construction only, or if monitoring will continue through operation of the Ontario Line.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		
17	Amanda Graham	Air Quality	Table 6	It is unclear if there is a complaint response procedure for dust complaints and how this procedure would be integrated into the Immediate Response column of Table 6.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		
18	Amanda Graham	Air Quality	Section 6.2.1	The ministry's Operations Manual for Air Quality in Ontario (2018) recommends consulting the Standards Council of Canada (SCC) or the Canadian Association for Laboratory Accreditation (CALA) for a list of accredited Ontario analytical laboratories to perform specific air analyses.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced.		
19	Amanda Graham	Air Quality	AQMP	The AQMP should include a section that describes what action will be taken if contaminated soil is discovered during construction activities.	In updated revisions of the report, the Air Quality Management Plan has been removed from this report and will be completed prior to construction when additional design details are advanced. This mitigation measure has been added to Table 4-1 and 4-2 of the Air Quality Report.		

* Actions: ** Status **Review Comments Spreadsheet** 1 = Will comply O = Open, not resolved 2 = Discuss, clarification required P = Pending incorporation in design **Ontario Line - MECP Early Works Comments** 3 = Not applicable because ... C = Closed, implementation complete **Review Code:** Document Name Ontario Line - EW - N&V Report - MECP Comment Sheet Revised By: Name, Acronym Location: Contract Name Date In: % Completion: **Contract No:** Date Out: Part, Chapter, Action Status Response & Details Reviewer **Review Comment** 1/2/3* O / P / C** Item No. Description Sec. Subsec. (Authors -) page, DWG# (Authors) (Reviewer) The project length of 16-kilometre is inconsistent with Existing Environmental Condition report This has been updated in the revised report to be consistent with the Existing Miroslav N&V 1 Section 1.1 1 Ubovic The Station's Initial Preferred Design (IPD) that was described in Appendix A of the New Project design has progressed since the SmartTrack Stations EPR and the most Miroslav SmartTrack Stations Environmental Project Report (EPR) Volume V (Metrolinx, 2018) should be 2 N&V Section 1.4 recent design will be captured within the Exhibition GO Early Works Report. All Ubovic included as the appendix to this report for the consistency of the review. Also, any changes in reference reports will be appropriately referenced in the revied report. either of reference reports should be appropriately updated. Noise and Vibration Environmental Conditions Report (AECOM, 2020) should be included as The Environmental Conditions Noise and Vibration Report is available on the Miroslav 3 N&V Section 2 appendix for consistency of the review. Also, any changes in either of reference reports should Project website for review. Ubovio be appropriately updated. This report takes the conservative approach of disregarding existing vibration levels f vibration activities from constriction occur at the same time as vibration from existing rail line, i Miroslav N&V Section 2 as the report uses absolute limits, which do not change based on existing vibration Ubovic nay be beneficial to determine the base line Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment indicates that onehour equivalent sound level, Leq is used for layovers, stationary sources and construction This report followed applicable criteria from the City of Toronto, the Ministry of the Similarly, Lmax and L10 parameters are used for construction phase of the project. MECP noise Miroslav Environment, Conservation and Parks (MECP), and Federal Transit Administration N&V levels are based on 1-hour LEQ. Further, Metrolinx's Environmental Guide for Noise and 5 Section 3.1.3 3 Ubovic (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, Vibration Impact Assessment indicates that construction noise criteria is based on 15h/9h Leq, and are highlighted in Section 2. 15 min Leg, and Lmax. It is recommended that the baseline nose levels determined in the Existing Environmental Condition report are considered. This report followed applicable criteria from the City of Toronto, and the Ministry of Metrolinx's Environmental Guide for Noise ad Vibration Impact Assessment indicates that Miroslav N&V the Environment, Conservation and Parks (MECP). For construction vibration, the 6 Section 3 23 Ubovio vibration level of 0.1 mm/s RMS is applicable for Metrolinx projects. report followed NPC-119 and NPC-207 criteria, and are documented in Section 2. Calculation based upon all equipment operating at their max noise levels would generate an instantaneous peak. This would not be appropriate to assess against Noise data acoustical usage factor in percentage was used. The ministry assess the noise the time averaged noise level limits. Equipment is not capable of sustained Miroslav 7 N&V/ Table 4.3 impact based on worst-case scenario which may be all equipment (physically possible) operate operation in this manner. 3 Ubovic at full capacity at the same time. Assessment was based upon all equipment operating over the course of the assessment period, corrected for normal operations (adjustement to peak/max level). This report followed applicable criteria from the City of Toronto, the Ministry of the Miroslav As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Environment, Conservation and Parks (MECP), and Federal Transit Administration N&V Table 4.4 8 3 Ubovic Assessment uses different sound level criteria. (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, and are highlighted in Section 2. This report followed applicable criteria from the City of Toronto, the Ministry of the Miroslav As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Environment, Conservation and Parks (MECP), and Federal Transit Administration 9 N&V Table 4.5 Ubovic Assessment uses different sound level criteria (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, and are highlighted in Section 2. This report followed applicable criteria from the City of Toronto, the Ministry of the As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Environment, Conservation and Parks (MECP), and Federal Transit Administration Miroslav 10 N&V Table 4.6 Ubovic Assessment uses different sound level criteria. (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria, and are highlighted in Section 2. This report followed applicable criteria from the City of Toronto, the Ministry of the Miroslav As per comment #5 and Metrolinx's Environmental Guide for Noise ad Vibration Impact Environment, Conservation and Parks (MECP), and Federal Transit Administration 11 N&V Table 4.7 3 Ubovic Assessment uses different sound level criteria. (FTA). For construction noise, the report followed NPC-115 and NPC-118 criteria,

and are highlighted in Section 2.

Review Comments Spreadsheet * Actions: 1 = Will comply			* Actions:	** Status:			
		t	1 = Will comply	O = Open, not resolved			
Ontario Line - MECP Early Works Comments		C	2 = Discuss, clarification required	P = Pending incorporation in design			
		Comments	3 = Not applicable because C = Closed, implementation complete				
Review Code: Document Nam		Document Name	Ontario Line - EW - N&V Report - MECP Comment Sheet	Revised By: Name		ame, Acronym	
Location:			Contract Name:		Date In:	In:	
% Completion: Contract No:		Contract No:		Date Out:			
Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Action 1 / 2 / 3* (Authors)	Status O / P / C** (Reviewer)
12	Miroslav Ubovic	N&V	Section 4.6.2	Applicable vibration limits for heritage properties should be include in the report.	This section has been revised to include suggested vibration limit for structures susceptible to vibration damage as per the FTA Guide.	1	
13	Miroslav Ubovic	N&V	Section 5.2.2	Other applicable vibration limits that may apply should be referenced in the report.	This section has been revised to include other applicable vibration limits.	1	
14	Miroslav Ubovic	N&V	Section 5.5.2	Applicable vibration limits for heritage properties should be include in the report.	This section has been revised to include suggested vibration limit for structures susceptible to vibration damage as per the FTA Guide.	1	
15	Miroslav Ubovic	N&V	General	The sample calculations and all modeling files should be included in the submission to the MECP.	Sample calculations will be included in the revised report. Modeling files will be provided to the MECP.	1	

Review Comments Spreadsheet		eet	* Actions:	** Status: O = Open, not resolved METROLINX			
Ontario Line - MECP Early Works Comments				P = Pending incorporation in design An agency of the Government of Une agence du gouvernment de	Ontario 'Ontario		
Project Name:				C = Closed, implementation complete			
			Project No:		Revised By: Date In:		
			Deat Charter Con	Draft Environmental Reports	Date Out:	Action	Status
Item No.	Reviewer Name	Report Name	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	1/2/3*	O / P / C** (Reviewer)
1	C. Batista	Draft EWR	Introduction	This section states that the draft EWR has been completed in accordance with Section 8 of the Ontario Line Regulation. Please note that the correct regulation name is Ontario Regulation 341/20, Ontario Line Project. It is understood that at the time this report was being written, the regulation name was not finalized. Please update report to reflect new regulation name, accordingly.	Line Regulation as O. Reg. 341/20, Ontario Line Project.		
2	C. Batista	Draft EWR	Section 1.2	This section states that Metrolinx is proceeding with 4 priority projects and Ontario Line Project, as one of the 4, however, it is understood that the Yonge Subway extension, although identified as a priority project, it is currently not going ahead at this time. Please confirm. Also for some context for the readers, a description of what the priority projects are and why they are considered priority will be helpful for readers to understand.	In updated revisions of the report, this sentence referencing the four priority subway projects has been removed and revised to focus on the Ontario Line.	<u> </u>	
3	C. Batista	Draft EWR	Section 1.2	The Relief Line Project had three proponents, Metrolinx, City of Toronto and TTC. Please make correction.	In updated revisions of the report, this sentence has been removed.	I	
4	C. Batista	Draft EWR	Section 1.2	The 'Project Overview' section should include additional details about the project, such as, how much of the subway line will be underground vs. above ground, number of new bridges and crossings, etc.	Project details such as alignment length, station locations, and number of stations have been included in the Project Overview section however, project details are still being refined and as such, have not been documented in this section.		
5	C. Batista	Draft EWR	Section 3	This section, along with describing the early works activities, is also suppose to describe the alternatives that were considered. This section does not describe alternatives that were considered for the project. This is a requirement under	In updated revisions of the report, Section 1.3.3 describes	1	
				section 8(2)(1) of the Ontario Regulation 321/20, Ontario Line Project. Although this section does provide a description of the early works activities, it is very light in terms of the level of detail one would expect see for early work activities. For example:	alternatives considered for the project.		
6	C. Batista	Draft EWR	Section 3	- no specifics regarding the passenger tunnels and the exact location of where they will be constructed; - the report speaks to improvements to portions of the existing GO platforms, but does not describe what these are; - two new bridges will be constructed on each side of the existing rail bridge which crosses the Don River, but it is unclear where these bridges will be built; and, - the proposed East Harbour station that was originally proposed for the Smart Track project will require minor changes to accommodate the Ontario Line project but the minor changes are not described. Figures showing the site plan for early work activities should be included in addition to providing more details about the early work activities/infrastructure. It is not clear to the reader where in the footprint, the early work activities will be constructed.	Early works components placement and detailed description is provided in the revised report. Refer to Figures 3-1 and 3-3. Information regarding East Harbour Station has been revised to be in its own early works report, under separate cover.		
13	C. Batista	Draft EWR	Section 4.1.1	In this section it states that natural environment conditions were documented based on the review of the following previously completed EPRs within the study area. The one report listed in this section is not an EPR. The 'Natural Environment Screening Memorandum Exhibition GO Station (4Transit, 2020)' appears to be a report that was prepared perhaps for this Project? It is not clear. Will all of the supporting documentation used for the Early Works Report be available online? These reports should be made available, if possible.	The Natural Environment Screening Memorandum Exhibition GO Station (4Transit, 2020) was prepared in support of the rotakeshore West Infrastructure Improvements Project. The erreferencing an EPR has been corrected. The original memo was developed in 2018 and posted on the Metrolinx website as part of the Lakeshore West project. The 2020 memo was an addendum to the 2018 and 2019 memo, and is not planned to be provided for public review.		
14	C. Batista	Draft EWR	Section 4.0	This section states that a natural environment early works report was prepared. The ministry does not recall this report being shared with ministry staff for review. Will this report be made available at the same time the draft early works report is made available for public review?	A natural environment report was prepared in support of the Exhibition Station early works for which the natural heritage findings are summarized within the Exhibition Station Early Works Report and will be appended to the main Early Works Report. This report will be made available for review in conjunction with the review of the Draft Early Works Report.		
15	C. Batista	Draft EWR	Surface Water	Some aspects of the project, such as stations, will require SWM and control works while the tunneled track routes would not. It is assumed that most above grade sections will probably be along existing road easements. Please confirm. It appears that the report provides for high level identifications of what may be needed and this will be confirmed during the detail design stage. Therefore, Metrolinx needs to acknowledge that stations and other infrastructure (this needs to be described) required for the Ontario Line Project will require SWM plan and those will be prepared along with the detailed design for each section of the project.	Additional details have been provided in the revised report that outline surface water conditions within the Exhibiton Station early works study area and footprint. Language has also been added to the impact and mitigation table noting that SWM report will be completed prior to construction.		
15	C. Batista	Draft EWR	Hydrogeology	The geological information included in the report above provides a very superficial description of the geology along the proposed alignment of the proposed Ontario Subway Line. It is recommended that the following be addressed: 1. A detailed description of the hydrogeology and stratigraphy will be required to satisfy the requirements of the Permit To Take Water (PTTW) or Construction Dewatering EASR. Site specific data may be required. The level of detail required for a PTTW and EASR is much more detailed than the desk top study included in this EA. Possible ground settlement from dewatering will also need to be addressed. 2. Knowledge of contaminated sites along the alignment if they occur will enable the preparation of contingency and mitigation measures for excess soil and construction dewatering. To obtain information on locations of contaminated sites along the alignment, the proponent may consider accessing ministry records (possibly through FOI). City of Toronto Archives can also be consulted to locate areas of past industrial activities. 3. Discharge from construction dewatering to the natural environment or storm sewers may require an ECA, depending on the quality of the discharge water and treatment needs to meet the Ministry's and/or City of Toronto's requirements. Characterization of groundwater along the alignment will be required. 4. The ministry's new excess soil will need to be incorporated into the project's soil management. a. Handling excess soil https://www.ontario.ca/page/handling-excess-soil, b. O. Reg. 406/19 On-Site and Excess Soil Management Practices theys://www.ontario.ca/page/management-excess-soil-guide-best-management-practices. 5. The stratigraphy along the alignment should be described in much greater detail. Locations, depths and thicknesses of aquifers and aquitards should be determined to inform a PTTW but also construction options. It is imperative that pressurized aquifers be identified if present. Consideration should be given to micro-seismic surveys and borehol	Additional details have been added to the Exhibition Station Early Works Report to outline hydrogeology and stratigraphy conditions within the study area and project footprint. The revised Table 4-1 also includes potential impacts and mitigation for groundwater quantity/quality, and dewatering. The table also mentions that soil management will be in-line with 0. Reg 406/19. It is acknowledged that discharge from construction dewatering into the natural environment or stormsewers may require an ECA. A description and characterization of groundwater has been included in Section 5.2.		

Print Date: 11/30/2020 E 2020-11-27_AQ and N Table.xlsx Form DR-F01 Rev.1 Oct.2011 * ACTIONS: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because From: <u>Batista, Cindy (MECP)</u>

To: <u>Maria Zintchenko</u>; <u>James Francis</u>

Cc: Ontario Line; Desautels, Solange (MECP); Mirjana Osojnicki; Carrie Sheaffer; Merlin Yuen

Subject: RE: MECP comments on draft Environmental Conditions Report

Date: Thursday, November 26, 2020 8:22:24 AM

Attachments: <u>image001.png</u>

Thanks Maria!

From: Maria Zintchenko < Maria. Zintchenko@metrolinx.com>

Sent: November 25, 2020 3:51 PM

To: Batista, Cindy (MECP) < Cindy.Batista@ontario.ca>; James Francis

<James.Francis@metrolinx.com>

Cc: Ontario Line <ontarioline@metrolinx.com>; Desautels, Solange (MECP)

<Solange.Desautels@ontario.ca>; Mirjana Osojnicki <Mirjana.Osojnicki@metrolinx.com>; Carrie

Sheaffer <Carrie.Sheaffer@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>

Subject: RE: MECP comments on draft Environmental Conditions Report

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Cindy,

Thank you for the Draft EWR Notice comments – we will incorporate into the revised Notice and newspaper ad and share the final versions with you.

Appreciate your take on the Final ECR Notice posting. For consistency with Draft ECR Notice publication and distribution to interested parties, we'll apply the same approach which does include newspaper ads.

To answer your questions regarding the Draft EWR Notice and Final ECR Notice:

- these are the notices that are to be sent directly to communities and persons who participated in the review of the draft documents and anyone who Metrolinx thinks may have an interest? Correct. Draft EWR Notice will be issued to everyone who was provided the draft of the Draft EWR and distributed to addresses within the EWR study area. Other interested parties will be informed of the Draft EWR Notice as well. Final ECR Notice will be issued to everyone who received the Draft ECR Notice. Both will the Draft EWR Notice and the Final ECR Notice be published on the Project website
- And for the notice of draft EWR, copies will be sent as prescribed in subsection 9(4)? Please confirm. Confirmed

Thank you Maria

From: Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]

Sent: November-25-20 1:22 PM **To:** Maria Zintchenko; James Francis

Cc: Ontario Line; Desautels, Solange (MECP); Mirjana Osojnicki; Carrie Sheaffer; Merlin Yuen; Batista,

Cindy (MECP)

Subject: RE: MECP comments on draft Environmental Conditions Report

Hello Maria,

Thank you for sharing the draft notices with the ministry. I have reviewed the first two attachments and I have some minor comments/edits for Metrolinx's consideration, which are also relevant in the newspaper posting.

It is my understanding that for the publication of the final ECR, Mx shall ensure that all of the Indigenous communities and persons, identified in clause 5 of the regulation, are given notification of the publication of the final ECR and provided access to a copy of it (Section 7.(2)). I don't believe you have to publish the notice of the final ECR in the newspaper, but publish the final on your website only. Whereas, the notice of EWR, you must publish in a newspaper, in addition to the project webpage. However, if Metrolinx wants to post in the newspaper and wants to post together with the draft EWR, the ministry has no concerns with this approach.

I assume that for the first two attachments, these are the notices that are to be sent directly to communities and persons who participated in the review of the draft documents and anyone who Metrolinx thinks may have an interest? And for the notice of draft EWR, copies will be sent as prescribed in subsection 9(4)? Please confirm.

Please let me know if you have any questions with respect to the above.

Thank you,

Cindy Batista | Special Project Officer | Transit Coordinator Environmental Assessment Services | Environmental Assessment Branch Ministry of the Environment, Conservation & Parks 135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5 Phone: 437-248-0058 | Email: cindy.batista@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

From: Maria Zintchenko < <u>Maria.Zintchenko@metrolinx.com</u> >

Sent: November 24, 2020 2:01 PM

To: Batista, Cindy (MECP) < <u>Cindy.Batista@ontario.ca</u>>; James Francis

<<u>James.Francis@metrolinx.com</u>>

Cc: Ontario Line < ontarioline@metrolinx.com >; Desautels, Solange (MECP)

<Solange.Desautels@ontario.ca>; Mirjana Osojnicki <Mirjana.Osojnicki@metrolinx.com>; Carrie
Sheaffer <<u>Carrie.Sheaffer@metrolinx.com</u>>; Merlin Yuen <<u>Merlin.Yuen@metrolinx.com</u>>

Subject: RE: MECP comments on draft Environmental Conditions Report

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Cindy,

Thank you

Please see the following attached for your review:

- Draft Exhibition Early Works Report (EWR) Notice
- Final Environmental Conditions Report (ECR) Notice
- Combined newspaper ad for the Draft Exhibition EWR Notice and Final ECR Notice

Note that we are making a few tweaks to the map legend in the ad and Draft EWR Notice.

We'd appreciate any comments that you may have by tomorrow afternoon, if at all possible, to accommodate ad placement several days in advance of the publication date. Apologies for the short turn-around time request.

Maria		

From: Batista, Cindy (MECP)
To: James Francis

Cc: Ontario Line; Desautels, Solange (MECP); Mirjana Osojnicki; Carrie Sheaffer; Maria Zintchenko; Merlin Yuen

Subject: RE: MECP comments on draft Environmental Conditions Report

Date: Friday, November 20, 2020 2:46:27 PM

Attachments: <u>image001.png</u>

Thanks James. This is helpful.

Cindy

From: James Francis < James.Francis@metrolinx.com>

Sent: November 18, 2020 3:27 PM

To: Batista, Cindy (MECP) < Cindy.Batista@ontario.ca>

Cc: Ontario Line <ontarioline@metrolinx.com>; Desautels, Solange (MECP)

<Solange.Desautels@ontario.ca>; Mirjana Osojnicki <Mirjana.Osojnicki@metrolinx.com>; Carrie Sheaffer <Carrie.Sheaffer@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>

Subject: RE: MECP comments on draft Environmental Conditions Report

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Cindy,

Thanks for joining our excess soil call this morning on very short notice. Our OL EA reporting timelines continue to evolve, and the latest thinking is as follows:

- Notice of Final Environmental Conditions Report and Draft Early Works Report for Exhibition Station – November 30, 2020
- Notice of Draft Early Works Report for Lower Don Bridges TBC
- Notice of Draft Early Works Report for Lakeshore East Joint Corridor TBC

We anticipate potentially extending the public review period for the Draft Early Works Report for Exhibition Station beyond 30 days given overlap with end of year holidays, with completion of the Issues Resolution Process by January 25, 2021. We would be seeking a notice from MECP by March 1, 2021.

Hope this all makes sense! Thanks for bearing with us as our plans continue to evolve.

Thanks, James

From: Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]

Sent: November-18-20 10:27 AM **To:** Maria Zintchenko; Merlin Yuen

Cc: Ontario Line; Desautels, Solange (MECP); James Francis; Mirjana Osojnicki; Batista, Cindy (MECP)

Subject: RE: MECP comments on draft Environmental Conditions Report

Importance: High

Hello Maria,

Based on my understanding of your email below, there are 3 early works reports for the following:

- 1. Exhibition Station Draft EWR Notice for November 20th
- 2. Lower Don Bridges Draft EWR Notice for November 20th
- 3. Lakeshore East Joint Corridor Draft EWR Notice for January 5th

On a call with Mirjana regarding the On Corridor projects, I asked her how much time Metrolinx intends on taking for its issues resolution process following the end of the comment period. This information is important so we can provide senior management advance notice of when the Minister's Office can expect to see a decision package for the early works projects project and when he is required to issue a notice.

Also, is Metrolinx still on target for posting its notice for the early works report for this Friday? Please let me know.

Thank you,

Cindy

From: Maria Zintchenko < Maria.Zintchenko@metrolinx.com >

Sent: November 16, 2020 9:31 AM

To: Batista, Cindy (MECP) < Cindy.Batista@ontario.ca >; Merlin Yuen < Merlin.Yuen@metrolinx.com >

Cc: Ontario Line < ontarioline@metrolinx.com>; Desautels, Solange (MECP)

<<u>Solange.Desautels@ontario.ca</u>>; James Francis <<u>James.Francis@metrolinx.com</u>>

Subject: RE: MECP comments on draft Environmental Conditions Report

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Hi Cindy,

Apologies for the confusion. To align with early works schedules, we've split what was originally one early works report into individual reports – one per each early works location/package. At this time, we are aiming to publish Draft Exhibition Station early works report and Lower Don Bridges early works report on November 20, and Lakeshore East Joint Corridor early works report on January 5. East Harbour Station is at this time being included in the Environmental Impact Assessment Report.

Thank you Maria

Maria Zintchenko

Project Manager, Environmental Programs and Assessment 130 Adelaide St West | Toronto | Ontario | M5H 3P5



Sent: November-16-20 9:12 AM **To:** Maria Zintchenko; Merlin Yuen

Cc: Ontario Line; Desautels, Solange (MECP); James Francis; Batista, Cindy (MECP)

Subject: RE: MECP comments on draft Environmental Conditions Report

Good Morning Maria,

Thanks for the update. In your email below, you state that Metrolinx is aiming to post the draft EWR Notices on November 20th. Can you clarify what you mean by 'Notices'? It is my understanding that Metrolinx intends on sharing and posting one draft EWR? Can you kindly confirm.

Please let me know if the dates change.

Thanks,

Cindy

From: Maria Zintchenko < <u>Maria.Zintchenko@metrolinx.com</u> >

Sent: November 13, 2020 7:02 PM

To: Batista, Cindy (MECP) < Cindy.Batista@ontario.ca >; Merlin Yuen < Merlin.Yuen@metrolinx.com >

Cc: Ontario Line < ontarioline@metrolinx.com>; Desautels, Solange (MECP)

<<u>Solange.Desautels@ontario.ca</u>>; James Francis <<u>James.Francis@metrolinx.com</u>>

Subject: RE: MECP comments on draft Environmental Conditions Report

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Cindy,

Correct, we are aiming to post the Draft EWR Notices on November 20th, subject to MTO approval. Final ECR Notice is intended to be posted on the same date. Please see draft Final ECR Notice attached for your reference. Draft EWR Notices will be shared for your review and comment early next week.

We are just finalizing the responses to MECP comments on the ECR and will be sharing those early next week.

Thank you Maria

Maria Zintchenko

Project Manager, Environmental Programs and Assessment 130 Adelaide St West | Toronto | Ontario | M5H 3P5

T: 416.202.1663 C: 416.843.2189



From: Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]

Sent: November-13-20 9:36 AM **To:** Merlin Yuen; Maria Zintchenko

Cc: Ontario Line; Desautels, Solange (MECP); James Francis; Batista, Cindy (MECP)

Subject: RE: MECP comments on draft Environmental Conditions Report

Good Morning,

I was wondering if Metrolinx has any new updates to share with respect to the Ontario Line project. It is my understanding that Metrolinx intends on posting the notice of draft Early Works Report on November 20th, is this still accurate? Can you also confirm when we can expect to see responses to ministry's comments on the Environmental Conditions Report (ECR) and when Metrolinx intends on posting the notice of the final ECR.

Thank you,

Cindy

From: Merlin Yuen < <u>Merlin.Yuen@metrolinx.com</u>>

Sent: October 20, 2020 11:21 AM

To: Batista, Cindy (MECP) < <u>Cindy.Batista@ontario.ca</u>>

Cc: Ontario Line < ontarioline@metrolinx.com>; Desautels, Solange (MECP)

<<u>Solange.Desautels@ontario.ca</u>>; Maria Zintchenko <<u>Maria.Zintchenko@metrolinx.com</u>>; James

Francis < <u>James.Francis@metrolinx.com</u>>

Subject: RE: MECP comments on draft Environmental Conditions Report

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Good morning Cindy – thanks for passing these along, I can acknowledge receipt and will let you know if we have any clarifications needed from your team. You're correct that our team will be reviewing these comments and providing comment responses back to the Ministry prior to posting of the Final ECR.

Regards,

MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

Sent: October-19-20 5:39 PM

To: Maria Zintchenko; James Francis; Merlin Yuen

Cc: Ontario Line; Desautels, Solange (MECP); Batista, Cindy (MECP) **Subject:** MECP comments on draft Environmental Conditions Report

Hello,

Please find attached additional ministry's comments on the draft Environmental Conditions Report for your consideration (both in word and pdf). In terms of next steps, will Metrolinx be providing responses back to the ministry prior to finalizing/posting this report? Can you kindly confirm.

Happy to arrange a call if you have any questions or need clarification on the comments made in the attached memo.

Thank you,

Cindy Batista | Special Project Officer Environmental Assessment Services | Environmental Assessment Branch Ministry of the Environment, Conservation & Parks 135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5 Phone: 437-248-0058 | Email: cindy.batista@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir

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

Sent: July-20-20 9:12 AM **To:** James Francis; Merlin Yuen

Cc: Desautels, Solange (MECP); Batista, Cindy (MECP) **Subject:** RE: Ontario Line Project - Early Works Report

Hello James and Merlin,

I noticed that pdf I sent you on Friday does not have my signature, as such, please replace it with the attachment I am sending to you today.

Please let me know if you have any questions.

Thanks,

Cindy

From: Batista, Cindy (MECP) < Cindy. Batista@ontario.ca>

Sent: July 17, 2020 8:19 PM

To: James Francis (James.Francis@metrolinx.com) < James.Francis@metrolinx.com>; Merlin Yuen

<Merlin.Yuen@metrolinx.com>

Cc: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Desautels, Solange (MECP)

<Solange.Desautels@ontario.ca>

Subject: Ontario Line Project - Early Works Report

Hello James,

Please find attached my comments on the draft Early Works Report for your review and consideration.

Please let me know if you have any questions.
Thank you,
Cindy

Sent: July-15-20 2:40 PM

To: Merlin Yuen

Cc: Batista, Cindy (MECP); Liu, Chunmei (MECP); Desautels, Solange (MECP) **Subject:** Draft Early Works Report - SWM and Hydrogeology Comments

Hello Merlin,

Please find below the ministry's surface water and hydrogeology comments on the draft Early Works Report Ontario Line Subway Project.

Surface Water:

Some aspects of the project, such as stations, will require SWM and control works while the tunneled track routes would not. It is assumed that most above grade sections will probably be along existing road easements. Please confirm.

It appears that the report provides for high level identifications of what may be needed and this will be confirmed during the detail design stage. Therefore, Metrolinx needs to acknowledge that stations and other infrastructure (this needs to be described) required for the Ontario Line Project will require SWM plan and those will be prepared along with the detailed design for each section of the project.

<u>Hydrogeology:</u>

The geological information included in the report above provides a very superficial description of the geology along the proposed alignment of the proposed Ontario Subway Line.

It is recommended that the following be addressed:

1. A detailed description of the hydrogeology and stratigraphy will be required to satisfy the requirements of the Permit To Take Water (PTTW) or Construction Dewatering EASR. Site specific data may be required. The level of detail required for a PTTW and EASR is much more detailed than the desk top study included in this EA.

Possible ground settlement from dewatering will also need to be addressed.

2. Knowledge of contaminated sites along the alignment if they occur will enable the preparation of contingency and mitigation measures for excess soil and construction dewatering. To obtain information on locations of contaminated sites along the alignment, the proponent may consider accessing ministry records (possibly through FOI).

City of Toronto Archives can also be consulted to locate areas of past industrial activities.

3. Discharge from construction dewatering to the natural environment or storm sewers may require an ECA, depending on the quality of the discharge water and treatment needs to meet the Ministry's and/ or City of Toronto's requirements.

Characterization of groundwater along the alignment will be required.

- 4. The ministry's new excess soil will need to be incorporated into the project's soil management.
 - a. Handling excess soil https://www.ontario.ca/page/handling-excess-soil,
 - b. O. Reg. 406/19 On-Site and Excess Soil Management Regulation https://www.ontario.ca/laws/regulation/r19406, and
 - c. Management of Excess Soil A Guide for Best Management Practices https://www.ontario.ca/page/management-excess-soil-guide-best-management-practices.
- 5. The stratigraphy along the alignment should be described in much greater detail. Locations, depths and thicknesses of aquifers and aquitards should be determined to inform a PTTW but also construction options. It is imperative that pressurized aquifers be identified if present. Consideration should be given to micro-seismic surveys and boreholes to accomplish this. The objective is to minimize "surprises!"

Please let me know if a call with the reviewers is required to provide further clarification or respond to any questions Metrolinx may have.

Thanks,

Cindy Batista | Special Project Officer | Transit Coordinator Environmental Assessment Services | Environmental Assessment Branch Ministry of the Environment, Conservation & Parks 135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5 (416-314-7225 | £416-314-8452 | *cindy.batista@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

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From: <u>James Francis</u>

To: Maria Zintchenko; Merlin Yuen; Crystal Ho
Subject: FW: Ontario Line - Early Works Report

Date: July 13, 2020 2:54:54 PM

Attachments:

From: Desautels, Solange (MECP) [mailto:Solange.Desautels@ontario.ca]

Sent: July-13-20 2:54 PM

To: James Francis

Cc: Ubovic, Miroslav (MECP); Batista, Cindy (MECP) **Subject:** FW: Ontario Line - Early Works Report

As requested in the meeting today between Metrolinx and MEC, here are the noise comments on the early works report. I am checking on the status of comments on the existing conditions report. Will get back to you soon on this.

Solange Desautels | Supervisor Central and East Unit | Environmental Assessment Services Section | Environmental Assessment and Permissions Branch | Ministry of the Environment, Conservation and Parks | 135 St Clair Ave W | 1st Floor | Toronto ON M4V 1P5 | T: 416-992-5867 | Solange.desautels@ontario.ca

From: Ubovic, Miroslav (MECP) < Miroslav. Ubovic@ontario.ca>

Sent: July 2, 2020 10:47 AM

To: Batista, Cindy (MECP) < Cindy.Batista@ontario.ca>

Cc: Aminvaziri, Bahar (MECP) <Bahar.Aminvaziri@ontario.ca>; Desautels, Solange (MECP)

<Solange.Desautels@ontario.ca>

Subject: FW: Ontario Line - Early Works Report

Hi Cindy,

Attach please find comments for OL Early Works Report.

Please let me know if you have any questions.

Thanks,

Miroslav Ubovic, P.Eng. | Review Engineer Cordinator, Senior Noise | Approvals Services Section | Environmental Assessment & Permissions Branch | Ministry of the Environment, Conservation and Parks

135 St. Clair Ave. W., 1st Floor, Toronto ON M4V 1P5 | T: 437-216-7610 | F: 416-314-8452 | E: miroslav.ubovic@ontario.ca

If you have any accommodation needs or require communication supports or alternateformats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à

la communication ou des médias substituts, veuillez me le faire savoir

From: Merlin Yuen < <u>Merlin.Yuen@metrolinx.com</u>>

Sent: June 5, 2020 5:54 PM

To: Batista, Cindy (MECP) < <u>Cindy.Batista@ontario.ca</u>>; Liu, Chunmei (MECP)

<<u>Chunmei.Liu@ontario.ca</u>>; Antunes, Marinha (MECP) <<u>Marinha.Antunes@ontario.ca</u>>; Ubovic,

Miroslav (MECP) < Miroslav (MECP) < Miroslav (MECP) < Miroslav.Ubovic@ontario.ca; Desautels, Solange (MECP)

<<u>Solange.Desautels@ontario.ca</u>>

Cc: Maria Zintchenko < <u>Maria.Zintchenko@metrolinx.com</u>>; Ontario Line < <u>ontarioline@metrolinx.com</u>>; Crystal Ho < <u>Crystal.Ho@metrolinx.com</u>>

Subject: Ontario Line - Early Works Report

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon MECP team,

This is a follow-up email to the correspondence sent just now through EATs, which circulated the Ontario Line Early Works Report for the Ministry's review. As noted in that correspondence, we're looking for comments to be provided by end of day, July 3 via the comment tracking sheet provided.

Please let me know if any questions or issues accessing the file and I can recirculate again.

Thanks,

MERLIN YUEN

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

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error, please contact the sender and delete all copies of the e-mail together with any attachments.

From: Merlin Yuen

To: <u>Batista, Cindy (MECP)</u>

Cc: Maria Zintchenko; Crystal Ho; Ontario Line; Sanzo, Adam (MECP)

Subject: RE: Ontario Line EW Reports - AQ/N&V MECP Comments

Date: July 7, 2020 3:06:44 PM

Attachments: image001.png

Importance: High

Hi Cindy – could you confirm the Ministry's comments are the same for Early Works, as the N&V comments you referred to are for the Existing Conditions N&V Report; there are two separate reports, Early Works N&V was circulated on June 4.

Regards,

MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

From: Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]

Sent: July-03-20 2:34 PM

To: Merlin Yuen; Sanzo, Adam (MECP)

Cc: Maria Zintchenko; Crystal Ho; Ontario Line; Batista, Cindy (MECP) **Subject:** RE: Ontario Line EW Reports - AQ/N&V MECP Comments

Hello Merlin,

Please find attached the ministry's air comments. I believe I sent you noise and vibration comments last week. I am attaching them now, again.

Please let me know if you want to arrange a call to discuss these comments with ministry staff.

Thanks,

Cindy

From: Merlin Yuen <Merlin.Yuen@metrolinx.com>

Sent: July 2, 2020 2:21 PM

To: Batista, Cindy (MECP) < Cindy.Batista@ontario.ca>; Sanzo, Adam (MECP)

<Adam.Sanzo@ontario.ca>

Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>;

Ontario Line <ontarioline@metrolinx.com>

Subject: RE: Ontario Line EW Reports - AQ/N&V MECP Comments

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Good afternoon Cindy and Adam (as Cindy is away today) – hope you had a great Canada Day.

I just wanted to check-in with regards to the Ministry's comments on the following reports:

OL Early Works:

- Air Quality Impact Assessment Memo
- Noise and Vibration Impact Assessment Report

As noted previously, we were looking for the Ministry's comments to be provided by July 2. Could you confirm we're still on track to receive today or when we can expect comments by?

Thanks,

MERLIN YUEN

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

From: Merlin Yuen Sent: June-17-20 2:20 PM

Cc: Maria Zintchenko; Crystal Ho; Ontario Line

Subject: RE: Ontario Line

To: 'Batista, Cindy (MECP)'

Good afternoon Cindy,

Not a problem – I can definitely understand that there are more than a few files circulated to the Ministry. Please see the below table which outlines reports for each Ontario Line component and when we're looking for the Ministry's comments.

Ontario Line Component and Report	Date Circulated to MECP	Comments Requested By
OL Existing Conditions:	May 28, 2020	June 26, 2020
 Noise and Vibration Report 		
OL Early Works:	June 4, 2020	July 2, 2020
 Air Quality Impact Assessment 		
<mark>Memo</mark>		
 Noise and Vibration Impact 		
Assessment Report		
OL Early Works:	June 5, 2020	July 3, 2020
 Draft Early Works Report 		
OL Existing Conditions:	June 16, 2020	July 10, 2020
 Draft Environmental Conditions 		
Report		

Please let me know if you need any additional information or need us to resend any of the files.

Regards,

MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

Sent: June-17-20 12:21 PM

To: Merlin Yuen

Cc: Batista, Cindy (MECP) **Subject:** Ontario Line

Hello Merlin,

Can you please send me a list of all the reports that you have submitted to the ministry for review and when Metrolinx is requesting comments back.

Getting a little confused and I want to make sure that I am on top of it all and when we need to report back to Metrolinx.

Can you kindly send this to me today?

Please and thank you,

Cindy Batista | Special Project Officer | Transit Coordinator Environmental Assessment Services | Environmental Assessment Branch Ministry of the Environment, Conservation & Parks 135 St. Clair Avenue West, 1st Floor, Toronto, ON M4V 1P5 (416-314-7225 | £416-314-8452 | *cindy.batista@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

Si vous avez des besoins en matière d'adaptation, ou si vous nécessitez des aides à la communication ou des médias substituts, veuillez me le faire savoir.

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

From: Merlin Yuen

To: Antunes, Marinha (MECP); "paul.d.martin@ontario.ca"

"cindy.batista@ontario.ca" Cc:

Subject: FW: Ontario Line - Early Works Reports (Air Quality and Noise and VIbration)

Date: Thursday, June 04, 2020 1:17:00 PM

Hi Marinha and Paul - I have just forwarded you the Ontario Line Early Works report on request of Cindy, through EATS. Let me know if any questions or issues accessing the files.

Regards,

MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

From: Batista, Cindy (MECP) [mailto:Cindy.Batista@ontario.ca]

Sent: June-04-20 1:10 PM

To: Merlin Yuen

Cc: Liu, Chunmei (MECP); Antunes, Marinha (MECP); Batista, Cindy (MECP)

Subject: RE: Ontario Line - Early Works Reports (Air Quality and Noise and VIbration)

Hello Merlin,

Can you please send the air report directly to Marinha Antunes and copy Paul Martin.

Thanks,

Cindy

From: merlin.yuen@metrolinx.com <Merlin.Yuen@metrolinx.com>

Sent: June 4, 2020 1:01 PM

To: Batista, Cindy (MECP) <Cindy.Batista@ontario.ca>; Merza, Header (MECP) <Header.Merza@ontario.ca>; Ubovic, Miroslav (MECP) < Miroslav. Ubovic@ontario.ca>; Desautels, Solange (MECP) < Solange. Desautels@ontario.ca>; Godbout, Pierre J.R. (MECP) < Pierre.Godbout@ontario.ca >; Liu, Chunmei (MECP) < Chunmei.Liu@ontario.ca >

Subject: Ontario Line - Early Works Reports (Air Quality and Noise and VIbration)

You have received 1 secure file from Merlin.Yuen@metrolinx.com.

Use the secure link below to download.

Good afternoon MECP team,

Please see attached the following Ontario Line Early Works Reports for your team's review:

- Air Quality Impact Assessment Memo;
- Noise and Vibration Impact Assessment.

Comment tracking sheets have also been included in the zip file for the Ministry's convenience.

At this time, we are looking for comments to be provided by end of day, July 2 with a turnaround of 20 business days. Please let me know if you have any questions or issues accessing the files.

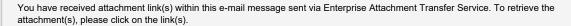
Thanks,

Merlin

Secure File Downloads:

Available until: 09 June 2020

Click link to download:



If you have any difficulty accessing the file using the enclosed link, please log into the Application first at the following location http://attachmail.ontario.ca/

Secured by Accellion

From: Merlin Yuen

To: cindy.batista@ontario.ca; header.merza@ontario.ca; miroslav.ubovic@ontario.ca; Desautels, Solange (MECP);

pierre.godbout@ontario.ca; chunmei.liu@ontario.ca

Cc: Maria Zintchenko; Ontario Line; Crystal Ho; Laura Witherow; Rodney Yee

Subject: Ontario Line - Early Works Air Quality and Noise and Vibration Reports

Date: Thursday, June 04, 2020 1:06:39 PM

Attachments: <u>image001.png</u>

Good afternoon MECP Team,

This is a follow-up email to the Ontario Line Early Works technical reports circulated just now via EATS to the Ministry for review, which include the following:

- · Air Quality Impact Assessment Memo;
- Noise and Vibration Impact Assessment Report.

As noted in the correspondence on EATS, we are currently looking for the Ministry's comments by end of day on July 2. Please let me know if you have any questions or if you have any difficulties receiving the file and I can recirculate.

Thanks,

MERLIN YUEN

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

★ METROLINX

Technical Stakeholders

- Provincial
 - Ministry of the Solicitor General

From: Ontario Line

To: robert.greene@ontario.ca

Cc: James Francis; Merlin Yuen; Maria Zintchenko; Rodney Yee; Crystal Ho
Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:42:57 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice RGreene.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

Metrolinx

From: Ontario Line

To: "robert.greene@ontario.ca"

Cc: "James Francis"; "Merlin Yuen"; "Rodney Yee"; "Maria Zintchenko"; Laura Witherow; "Kuru Satkunanathan";

Crystal Ho

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

Date: Tuesday, June 02, 2020 3:32:00 PM

Attachments: MCSCS R.Greene.pdf

Attachment#1.pdf Attachment#2.pdf Attachment#3.pdf image001.png

Good Afternoon,

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

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

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

Sincerely,

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment 130 Adelaide St West | Toronto | Ontario | M5H 3P5

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



★ METROLINX

Technical Stakeholders

- Provincial
 - Ministry of Transportation

From: Ontario Line

To: <u>jason.white@ontario.ca</u>

Cc: James Francis; Rodney Yee; Merlin Yuen; Maria Zintchenko; Crystal Ho
Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:32:15 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice JWhite.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

Metrolinx

From: Ontario Line

To: "jason.white@ontario.ca"

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

Witherow

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

Date: Tuesday, June 02, 2020 3:12:00 PM

Attachments: MTO J.White.pdf

Attachment#1.pdf Attachment#2.pdf Attachment#3.pdf image003.png

Good Afternoon,

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

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

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

Sincerely,

Crystal Ho

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



★ METROLINX

Technical Stakeholders

- Provincial
 - Ontario Power Generation

From: WONG Tammy -ENV H&S

To: Ontario Line

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

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

Date: Tuesday, June 02, 2020 3:50:12 PM

Attachments: <u>image001.pnq</u>

Hello,

Thank you for this information. Since this project is not close to OPG's facilities and operations, I do not wish to receive further information on this.

Regards,

Tammy Wong

Sr. Environment Specialist Ontario Power Generation

Tammy.wong@opg.com | 416-592-4548

From: Ontario Line <ontarioline@metrolinx.com>

Sent: Tuesday, June 2, 2020 3:40 PM

To: WONG Tammy -ENV H&S <tammy.wong@opg.com>

Cc: James Francis < James.Francis@metrolinx.com>; Merlin Yuen < Merlin.Yuen@metrolinx.com>; Rodney Yee < Rodney.Yee@metrolinx.com>; Maria Zintchenko < Maria.Zintchenko@metrolinx.com>; Laura Witherow < Laura.Witherow@metrolinx.com>; Kuru Satkunanathan < Kuru.Satkunanathan@metrolinx.com>; Crystal Ho < Crystal.Ho@metrolinx.com>

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

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

Good Afternoon,

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

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

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

Sincerely,

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment

130 Adelaide St West | Toronto | Ontario | M5H 3P5 T: 416-202-7109 C: 437-225-6548



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★ METROLINX

Technical Stakeholders

- Provincial
 - Ontario Provincial Police

To: <u>Jennifer.Davey@opp.ca</u>

Cc: James Francis; Maria Zintchenko; Merlin Yuen; Rodney Yee; Crystal Ho
Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:45:23 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice JDavey.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

Metrolinx

To: "jennifer.davey@opp.ca"

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

Subject: Ontario Line - Notice of Draft Environmental Conditions Report

Date: Thursday, September 17, 2020 8:34:00 AM

Attachments: JDavey.pdf

Notice of Draft Environmental Conditions Report.pdf

image001.png

Good Morning Jennifer,

The Notice of Draft Environmental Conditions Report (ECR) for the Ontario Line project has been published on September 17, 2020. The Draft ECR is available on the project website at www.metrolinx.com/ontarioline. The public review period begins September 17 and will continue until October 17, 2020.

Attached for your reference is the Notice of Draft ECR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Thank you,

Laura Witherow

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services 130 Adelaide Street W | Toronto | Ontario | M5H 3P5

T: 416.202.7511 C: 647.202.5143



To: <u>Jennifer.Davey@opp.ca</u>

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

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

Attachments: <u>image001.png</u>

OPP J.Davey.pdf Attachment#1.pdf Attachment#2.pdf Attachment#3.pdf

Good Afternoon,

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

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

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

Sincerely,

Crystal Ho

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





From: Lee, Gillian (OPP)
To: Ontario Line

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

Date: Tuesday, June 02, 2020 3:16:13 PM

Good afternoon,

Please update your OPP contact to Jennifer Davey who can be reached at <u>Jennifer.davey@opp.ca</u>

Thank you,

Gillian

From: Ontario Line [mailto:ontarioline@metrolinx.com]

Sent: 2-Jun-20 3:13 PM

To: Lee, Gillian (OPP) <Gillian.Lee@opp.ca>

Cc: James Francis < James.Francis@metrolinx.com>; Maria Zintchenko

<Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Laura Witherow

<Laura.Witherow@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho

<Crystal.Ho@metrolinx.com>; Kuru Satkunanathan <Kuru.Satkunanathan@metrolinx.com>

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

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments in unexpected emails.

Good Afternoon,

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

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

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

Sincerely,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: Ontario Line
To: "gillian.lee@opp.ca"

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

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

Date: Tuesday, June 02, 2020 3:13:00 PM

Attachments: OPP G.Lee.pdf

Attachment#1.pdf Attachment#2.pdf Attachment#3.pdf

Good Afternoon,

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

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

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

Sincerely,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

★ METROLINX

Technical Stakeholders

- Municipal
 - City of Toronto
 - Toronto Catholic District School Board
 - Toronto District School Board

★ METROLINX

Technical Stakeholders

- Municipal
 - City of Toronto

Julia Murnaghan

Maria Zintchenko; Crystal Ho; Richard Borbridge; Junaid Farooc RE: OL - EWR and Discipline Reports - Comment Rsponses Friday, January 29, 2021 1:28:25 PM

image001.png

image002.png 2020-11-30 CoT EWR Comments-to Mx Jan7-21 epa clean.xlsx

Good afternoon Julia - please see attached comment responses to the January 5 set of comments provided by the City on the Exhibition Station Early Works Report. We look forward to continuing discussions and working collaboratively with the City as the project progresses. Let me know if there are any outstanding comments following this circulation, otherwise we'd appreciate if the City can document this set as closed off.

Regards,

MERLIN YUEN

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

From: Julia Murnaghan < Julia. Murnaghan@toronto.ca>

Sent: January 19, 2021 4:09 PM

To: Merlin Yuen <Merlin.Yuen@metrolinx.com>

Cc: Maria Zintchenko < Maria. Zintchenko @metrolinx.com>; Crystal Ho < Crystal. Ho@metrolinx.com>; Richard Borbridge < Richard. Borbridge @toronto.ca>; Junaid Farooq <Junaid.Faroog@toronto.ca>

Subject: RE: OL - EWR and Discipline Reports - Comment Rsponses

Merlin.

Please see attached for updated file, with the corrected status for CP comments.

Regards,

Julia Murnaghan

From: Merlin Yuen [mailto:Merlin.Yuen@metrolinx.com]

Sent: January 18, 2021 11:12 AM

To: Julia Murnaghan < Julia. Murnaghan@toronto.ca>

Cc: Richard Borbridge <Richard.Borbridge@toronto.ca>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Crystal.Ho@metrolinx.com>; Junaid Farooq <<u>Junaid.Farooq@toronto.ca</u>>

Subject: RE: OL - EWR and Discipline Reports - Comment Rsponses

Hi Julia - we've reviewed the EWR comments provided by the City, but have a few questions on a few of the comments left opened, where the City has acknowledged the response. In particular, the below comments:

- CP Tab Comment 3: Vision Zero speed reductions appear to be referenced in the report in general discussion and where appropriate for specific streets.
- CP Tab Comment 4: References to missing roads added to Section 3.1.
- CP Tab Comment 6: References to missing pedestrian link added in Figure 3-1. (marked as pending).

Hoping you could reach out to the City Planning team that reviewed these comments and could provide an update as whether we can consider these as closed.

Thanks,

MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

From: Julia Murnaghan < Julia. Murnaghan@toronto.ca>

Sent: January 5, 2021 6:33 PM

To: Merlin Yuen < Merlin. Yuen@metrolinx.com>

Cc: James Francis < James. Francis@metrolinx.com >; Maria Zintchenko < Maria. Zintchenko@metrolinx.com >; Crystal Ho < Crystal. Ho@metrolinx.com >; Malcolm MacKay <<u>Malcolm.MacKay1@metrolinx.com</u>>; Daniel Cicero <<u>Daniel.Cicero@metrolinx.com</u>>; Richard Borbridge <<u>Richard.Borbridge@toronto.ca</u>>; Junaid Farooq

Subject: RE: OL - EWR and Discipline Reports - Comment Rsponses

Attached please find our City follow-up comments regarding the OL Early Works and Technical Reports. For your reference, line items have been flagged as follows:

- C Closed
- P Pending incorporation (within the EWR process)
- D Deferred (understood to be included in future phase, eg detailed design)
- O Unresolved/Open (with "Follow-up Comments" in the next column)

Also please note that the Exhibition Station EWR (posted Nov 30, 2020 for 30-day review) covers only one of the four components that were included in the original draft report, and we hope to provide further feedback on other reports (Lower Don River Crossing, East Harbour and Lakeshore East Joint Corridor) as they become available.

Please feel free to contact me if there are any items you would like to discuss further.

Regards,

Julia Murnaghan Senior Project Manager, Transit Expansion Office w. 416.338.5071, c. 416.688.4121 julia.murnaghan@toronto.ca

Review Comments Spreadsheet

* Actions:

** Status: O = Open, not resolved

Ontario Line - City of Toronto Early Works Report Commer 2 = Discuss, clarification required

1 = Will comply

P = Pending incorporation in design

or D = Deferred to future phase

C = Closed, implementation complete

Project Name Ontario Line Project No:

Revised By:

Data	0	Ianuani E	2021	

Part, Chapter, Sec. Subsec Response & Details Follow-up Comments Response & Details Description **Review Comment** 1/2/3 O / P / C / D** (Authors -) (Reviewer) Reconfirm the intended scope of the traffic and transportation memo. The existing conditions transportation memo should describe and document the baseline usage and performance of the transportation network for all modes in the study area; this report is The Early Works Memo focuses on construction impacts at the Comment noted. It's acknowledged that the City had provided the limited to describing the physical conditions of the transportation Early Works project footprints expected to result from the Early traffic data requested for the development of the Existing Conditions system Provide vehicular transit nedestrian and cyclist volumes Works activities. Metrolinx proceeded with available existing conditions information while considering project schedule, limited To City Planning's knowledge, Transportation Services completed the data request submitted by Metrolinx with respect to turning movement Report. Given the limited information regarding Exhibition Station early works available at the time of the Early Works Report ising each transportation link described in the report, particularly at Draft Traffic and City Planning General locations that may be disrupted during construction and/or Transportation Memo raw data received from the City, and COVID-19 restrictions. As counts for vehicular traffic, pedestrian, and cycling volumes for road preparation. a qualitative construction impacts analysis was permanently altered as a result of the project. Provide transportation analysis demonstrating the baseline performance of project planning progresses, further quantitiative assessment will inks and intersections available in the City's database. mpleted. As noted in the previous response, further quantitativ the transportation network. Without this information it is difficult to determine appropriate impacts to users of the transportation appropriate impacts to users of the transportation. assessment will be completed, to be shared with the City as detailed design progresses. determine appropriate impacts to users of the transportation network or appropriate mitigation measures, monitoring programs and future commitments. The transportation memo does not appear to achieve the purpose stated in Section 1.1. The service headways during the AM and PM peak hours were Confirm service headways for all transit routes and ensure that obtained from the TTC website (For example, for the 504 King Service headways found on TTC's website during 2020 should not be they reflect normal planned operating conditions. The peak period service headways stated in the report for transit routes appear to treetcar: http://www.ttc.ca/Routes/504/Eastbound.jsp). These relied upon for a planning analysis as they reflect reduced level of Comment noted. At this time, it is not anticipated that TTC service will Draft Traffic and reflect the current service headways which, as mentioned, might service provided during the COVID-19 pandemic. Recommend that City Planning General reflect the reduced level of service being provided during the be affected by early works construction activities. he impacted by the COVID-19 pandemic. The current TTC web Metrolinx request from the TTC the most recent service summary COVID-19 pandemic. This will result in understated impacts to does not have 'regular' headways, which are not impacted by (likely from fall 2019), and the planned service summary for 2021 transit riders if not corrected. For example, the 504 King streetcar COVID-19. Metrolinx would appreciate any information the City which reflects post-pandemic operating plan. route normally operates at 2 minute headways in the peak period. an provide with regards to this data. The legal speed limits were checked online using the same suggested reference Correct references to unposted speed limits throught the report. (https://www.toronto.ca/leadocs/municode/toronto-code-950-35.pd which currently indicates in several places that the assumed speed limit of unsigned streets is 50 km/h. Note that the City of Toronto) in preparing the memorandum. The unsigned streets namely, Carlaw Avenue and Logan Avenue, are not part of the roadways Draft Traffic and has reduced the general speed limit on many arterial roads to 40 Vision Zero speed reductions appear to be referenced in the report in Comment noted. As per correspondence with the City on January 19 City Planning General that had their speed limits reduced from 50 km/h to 40 km/h as has reduced use general speed limit of many a terral road to 40 km/h, especially within the old City of Toronto and East York boundaries. Legal speed limits for all streets can be checked online ussion and where appropriate for specific streets part of Vision Zero in 2019. The following source was used in identifying the roads that witnessed a speed limit reduction: in the Municipal Code here: https://www.toronto.ca/services-payments/streets-parking-transportation/road-safety/vision-zero/safety-measures-andhttps://www.toronto.ca/legdocs/municode/toronto-code-950-35.pdf mapping/ Gardiner Expressway is not expected to be impacted by the Exhibition Station early works. Based on information collected from Roads: Gardiner Expressway is missing from the list of roads in the the City's website. Liberty New Street (source Draft Traffic and area, and may be impacted by the project. Include planned but unbuilt roads such as Liberty New Street, as the the impacts and Comment noted. As per correspondence with the City on January 19 2021, this comment has been revised to closed. City Planning Section 2.1, Page 9 https://www.toronto.ca/community-people/get-involved/public-References to missing roads added to Section 3.1. consultations/infrastructure-projects/libertynewst/) does not have a nitigation measures for this will need to be addressed in the report schedule for construction vet and hence was not included in the 511 Bathurst routing corrected, 509 Harbourfront route number Transit: Indicate that 511 Bathurst streetcars are normally routed to Noted, the 511 Bathurst streetcars will be described in Table 2-1 504B King was removed from Table 3-1 and Figure 3-3. This route Draft Traffic and Section 2.1, Page 9 City Planning serve Exhibition loop. Correct the Harbourfront and King streetcar and presented in Figure 3-1. The route numbers in the map legen does not serve the Exhibition Station Traffic and Transportation Study Transportation Memo Figure 3-1, Page 10 ew error: 504B King streetcar route serving Dufferin Street to oute numbers indicated in the map legend. will be amended Area identified in the FWR Oufferin Loop no longer shown on the map and no longer shown in Pedestrians: Include a key connection in the pedestrian Draft Traffic and Noted, the pedestrian connection through the station tunnel 2 Comment noted. As per correspondence with the City on January 19 Section 2.1 Page 11 6 City Planning etwork, which is the opportunity for pedestrians to cross References to missing pedestrian link added in Figure 3-1. will be described in the updated memorandum 2021 this comment has been revised to closed om Liberty Village to Exhibition Place through the station Figure 3-2 of the Traffic and Transportation Memo shows the existing The memo and specifically Figure 3-3 does not show on-street Contrary to what is indicated in the memo and shown on the map cling network within the Exhibition Station Traffic and Transportation hicycle facilities on Dufferin Street, Saskatchewan Road, and Draft Traffic and Transportation Memo on-street bicycle infrastructure does exist on Dufferin Street, Saskatchewan Road, and Princes Boulevard within Exhibition Do not understand the comment response; a map of the existing Study Area and Project Footprint. As such, on-street cycling facilities along Dufferin Street, Saskatchewan Road, and Princess Boulevard City Planning Figure 3-2, Page 12 Princess Boulevard. On-street bike facilities refer to a bike lane o ycling network should show on-street bike lanes. cycle track. However, minor multi-use pathways are presented are not included as they are outside of the Exhibition Station Traffic which do exist at the noted locations and Transportation Study Area and Project Footprint. Noted, the GO buses that use the Don Valley Parkway will be Assumed to be addressed in Lakeshore East Joint Corridor Early Draft Traffic and omment noted. The Lakeshore East Joint Corridor Early Works City Planning Section 2.2. Page 14 Fransit: Include GO buses that use the Don Valley Parkway. described and presented in Figure 3-4 in the updated Works Traffic and Transportation Memo, to be reviewed when Transportation Memo Report will be circulated to the City for review when ready. memorandum.

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Actions 1/2/3 (Authors -)	Status O / P / C / D** (Reviewer)	Follow-up Comments (Reviewer)	Response & Details (Authors -)
9	City Planning	Draft Traffic and Transportation Memo	Figure 3-5, Page 16 Figure 3-8, Page 22	Include the critical pedestrian/cycling connection connecting Mill Street to the Lower Don Trail through Corktown Common and under the Richmond Hill GO corridor, which is missing from the map.	The noted trail, classified as "recreational trail", is presented in Figure 3-5 as a pedestrian facility. The connection to the Lower Don Trail includes a staircase which is why it's not displayed as a cycling facility.	?	Р	Assumed to be addressed in Lakeshore East Joint Corridor Early Works Traffic and Transportation Memo, to be reviewed when received.	Comment noted. The Lakeshore East Joint Corridor Early Works Report will be circulated to the City for review when ready.
10	City Planning	Draft Traffic and Transportation Memo	Figure 3-6, Page 19	Correct the route of the 505 Dundas streetcar on the map, which does not operate on Queen Street or Broadview Avenue south of Dundas.	Noted, the 505 Dundas street route will be updated in Figure 3-6 in the updated memorandum	?	Р	Assumed to be addressed in Lakeshore East Joint Corridor Early Works Traffic and Transportation Memo, to be reviewed when received.	Comment noted. The Lakeshore East Joint Corridor Early Works Report will be circulated to the City for review when ready.
11	City Planning	Draft Traffic and Transportation Memo	Section 3.1, Page 29	Include potential mitigation measures such as consideration of contractual financial incentives to minimize the duration and extent of disruptions to roads, sidewalks, like lanes, and property accesses. Such measures could include a lane rental system, or door closure charges.	Contractual financial incentives for contractors are not typical miligation measure proposed within the environmental assessment process. Metrolin is committed to maintaining traffic flow for all road users where possible and will apply a construction traffic management plan, among other miligation measures, to ensure disruptions to traffic are minimized to the extent possible.	?	0	Note that such incentives have been applied on previous Metrolinx projects such as the ECLRT, and there should be no reason similar incentives cannot be applied with the Ontario Line (with lessons learned about issues related previous applications).	The ECLRT was procured under the P3 framework. Unlike the ECLRT, the Exhibition Station early works is not intended to be procured under the P3 framework, and therefore, financial incentives to be included into the project agreement/contract are not standard practice.
12	City Planning	Draft Traffic and Transportation Memo	Section 3.2, Page 31	Confirm that potential impacts for the Don Crossing early works will not include closures of the Don Valley Parkway; they are not indicated in the discussion of potential impacts.	Comments regarding the Lower Don Bridges early works will be responded to at a later date as Lower Don Bridges early works scope has not been confirmed.	?	Р	Assumed to be addressed in Lakeshore East Joint Corridor Early Works Traffic and Transportation Memo, to be reviewed when received.	Comment noted. The Lakeshore East Joint Corridor Early Works Report will be circulated to the City for review when ready.
13	City Planning	Draft Natural Environment Report	General	Confirm whether the implementation of all mitigation measures identified in the report will be placed on the successful proponent as a contractual obligation. Confirm who will monitor and ensure that mitigation measures and monitoring protocols will be followed.	Mitigation measures identified through the Early Works Report will be carried through to contractual language to be implemented by the successful proponent. Metrolinx will monitor compliance during the construction stage.	?	С		
14	City Planning	Draft Natural Environment Report	General	Confirm whether the Don River crossing is anticipated to place any new structures such as piers or columns into the river that may alter flooding in the Don River valley. There does not appear to be any discussion in the report about impacts to flooding.	The Lower Don Bridges early works have been placed under separate cover in updated revisions of this report. However, information regarding hydrology and surface water will be added to the Lower Don Bridges Early Works Report.	?	D	Assumed to be addressed in Lakeshore East Joint Corridor Early Works Natural Environment Memo, to be reviewed when received.	
15	City Planning	Draft Natural Environment Report	General	Confirm whether the cumulative effects to the natural environment from multiple crossings of the Lower Don River immediately adjacent to each other will be studied (e.g. the existing rail bridge spans, two new Ontario Chie bridges, various operational and decommissioned utility bridges), and whether there would be benefits to the natural environment and requed flood risk from the consideration of an integrated crossing solution. Benefits of an integrated crossing to the natural environment (including flood risk in the Lower Don River valley) should be documented, adeny with any countervalling reasons if such a solution is not technically preferred.	Penert is released	?	D	Assumed to be addressed in Lakeshore East Joint Corridor Early Works Natural Environment Memo, to be reviewed when received.	
16	City Planning	Draft Noise & Vibration Report	General	Confirm that proponents would be contractually obligated to adhere to the noise and vibration limits identified in the report, and that proponents would be required to model the noise and vibration impacts of their proposed solution and construction method for the evaluation of proposals. Confirm what party would be responsible for ensuring and monitoring that mitigation measures are being implemented Despite the exemption provided to government work in noise by-laws. Confirm that timing the time and duration of construction activities can be considered as an appropriate mitigation measure in the development of a noise and vibration management strategy. Confirm that the cumulative effects of noise and vibration that the cumulative effects of noise and vibration that the cumulative interest and the strain of sensitive noise and vibration reconstruction activities can be considered as a propriate programment of sensitive noise and vibration that the cumulative like the contraction of sensitive noise and vibration receptors such as in the Lakeshne East Joint Corridors.	Note that this report only addresses construction noise and vibration, operational noise and vibration will be addressed under separate cover. The construction contract will have noise and vibration limits as per Metrolinx standards. The proponent will work with Metrolinx to ensure that mitigation measures and committed noise levels are net during construction and operation. Detailed assessment by the proponent of their activities will determine the specific mitigation measures required to meet agreed upon construction noise and vibration limits.	?	D	C - for comment on construction noise and vibration. Provide Metrolinx construction noise and vibration standards for reference. D - comment on operational noise and vibration deferred to Operational N&V report which will be reviewed upon receipt.	
17	City Planning	Draft Noise & Vibration Report	Section 4	Identify the sensitive noise and vibration receptors indicated in the tables by their land use or building use.	Land use associated with each receptor is documented in Tables 5-1 and 5-2	?	С	Table 5-1 updated to include land use. Cannot locate Table 5-2, but we assume there are no sensitive vibration receptors based on the discussion in the text	
18	City Planning	Draft Noise & Vibration Report	Appendix B	Ensure that the study area has been appropriately defined to capture the extent of potential noise and vibration impacts arising from construction. We are concerned that the study area has been too narrowly delineated with respect to the anticipated extent of the impacts, particularly around the Lakeshore Eart all corridor segment where residential homes fronting onto Booth Avenue, in direct line of sight from construction activities, have been excluded from the study area.	Study area was determined based on the representative alignment outlined through the business case. Segment of the study area that have narrow extents represent areas in which there is certainty regarding the alignment whereas areas with a wider extent allow for flexibility in modifications to the alignment. Residential receptors on Booth Avenue are represented conservatively by the assessment of 2 Paisley Ave and 14 Wardell St assessment locations, which are considered the worst-case scenarios for noise and vibration within this segment.	?	D	Assumed to be addressed in Lakeshore East Joint Corridor Early Works Noise & Vibration Memo, to be reviewed when received.	
19	City Planning	Draft Air Quality Memo	General	Confirm that proponents would be contractually obligated to adhere to the air quality limits identified in the report, and that proponents would be required to model the air quality impacts of their proposed solution and construction method for the evaluation of proposals. Confirm what party would be responsible for ensuring and monitoring that mitigation measures are being implemented.	Proponents will not be contractually obligated to adhere to the air quality limits identified in the report, as for certain contaminants background air quality levels are already higher than these same limits, making adherence impossible. Proponents will be required to follow mitigation outlined in Table 6-1, under Construction Air Quality which include Environment Canada's Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities (2005), and MECP's Technical Bulletin Management Approaches for Industrial Fugitive Dust Sources.	?	С		
20	City Planning, Transit Implementation	Draft Early Works Report	Page 7, Figure 1-1	Ensure that the study area has been appropriately defined to account for the potential environmental impacts of the project. We are concerned that the study area has been too narrowly delineated with respect to the anticipated extent of the impacts, particularly along the Lakeshore East rail corridor, where some residential homes with direct line of sight to the construction have been excluded from the study area (e.g. homes fronting on Booth Avenue in front of Jimmy Simpson Park).	The study area varies for each discipline. The assessment limits/study area will be clarified in the revised report in Table 4-1.	?	С	Table 4-1 describes study areas for different disciplines.	
21	City Planning, Transit Implementation	Draft Early Works Report	Page 11, Figure 1-2	Confirm the Early Works construction footprint of Exhibition Station. The Early Works footprint shown on this map is not consistent with the extent of early works described at a meeting on June 18, 2020, which included a launch site and emergency exit building in Ordnance Park.	Project footprint for the Exhibition GO early works have been revised since the first draft circulated to the City and footprint shown in the revised reports is most up-to-date.	?	С	Conforms to most recent known project footprint.	

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22	City Planning, Transit Implementation	Draft Early Works Report	Page 15, Section 2.2.1.1	Update the discussion on the 2014 Provincial Policy Statement, which is now out of date, to reflect the 2020 version.	This has been updated in the revised report to reference the 2020 PPS.	?	С	Updated as requested.	
23	City Planning, Transit Implementation	Draft Early Works Report	Page 16, Section 2.2.1.2	Correct the discussion on the Growth Plan; it does not describe Downtown Toronto as a priority transit corridor, but rather the GO lines and subway lines within Downtown.	This has been updated in the revised report to describe GO lines and subway lines as priority transit corridors.	?	С	Updated as requested.	
24	City Planning, Transit Implementation	Draft Early Works Report	Page 18, Section 2.2.2.1	Correct references to planning area boundaries in the report. The East Harbour Station is within the boundaries of the Unilever Precinct Secondary Plan, adopted by City Council in 2018. The Lower Don Crossing is partially within the boundaries of the Downtown Plan and the Unilever Precinct Secondary Plan, in addition to the King-Parliament Secondary Plan.	The East Harbour early works have been placed under separate cover in updated revisions of this report and as such, this reference has not been included.	?	D	Assumed to be addressed in Lakeshore East Joint Corridor Early Works Report, to be reviewed when received.	
25	City Planning, Transit Implementation	Draft Early Works Report	Page 20, Section 3.2	Confirm whether the Ontario Line portals and any alterations to the Richmond Hill GO line are part of the early works.	Alterations to the Richmond Hill GO line are not anticipated as part of the Lower Don Bridges early works.	?	D	Despite provided comment response, does not apply to Exhibition Station. Assumed to be addressed in Lakeshore East Joint Corridor Early Works Report, to be reviewed when received.	
26	City Planning, Transit Implementation	Draft Early Works Report	Page 21, Section 3.3.1.3	Ensure all approved plans related to the Eastern Avenue bridge are captured in the discussion. The Eastern Avenue bridge is also subject to the Port Lands and South of Eastern Transportation and Servicing Master Plan EA. The new span must accommodate the widened right-of-way and new cross-section approved by City Council in adopting Phases 1 & 2 of that EA.	East Harbour Station is no longer being captured under this report. This comment will be revisited if future East Harbour studies are required for early works.	?	D	Assumed to be addressed in Lakeshore East Joint Corridor Early Works Report, to be reviewed when received.	
27	City Planning, Transit Implementation	Draft Early Works Report	Page 21, 3.3.1.4	Note in the document that the interim service road will be subject to removal and/or reconfiguration when the lands to the north side the rail corridor are developed, and access to the station should be integrated with	East Harbour Station is no longer being captured under this report.	?	D	Assumed to be addressed in Lakeshore East Joint Corridor Early Works Report, to be reviewed when received.	
28	City Planning, Transit Implementation	Draft Early Works Report	Page 85, 95	Correct the references to Official Plan land use designations, noting that "Rail Corridor" is not a land use designation in the Official Plan.	This will be updated in the revised report.	?	0	Figure 5-12 still makes reference to Rail Corridors as a land use designation.	Figure 5-12 will be revised to include correct references to Official Plan designations.
29	City Planning, Transit Implementation	Draft Early Works Report	Section 4.5	Ensure consistency in the description of environmental conditions in the report. The descriptions of environment conditions are inconsistent with some describing the area while otherse are limited to the project footprint. This should extend also to adjacent areas beyond the footprint that may be impacted by the project.	The revised report will include clarification language regarding the environmental conditions study area and the Early Works project footprint/study areas.	?	С	Updated as requested.	
30	City Planning, Transit Implementation	Draft Early Works Report	Page 88, Section 4.5.2.1.3	Include a proper public realm description for the Lower Don Crossing, as there is existing the planned public space intersecting and adjacent to the project footprint, accessible from Corktown Common and the Lower Don Trail. Public realm characteristics by definition cannot be described as being similar to the built form characteristics.	This will be updated in the revised report.	?	D	Despite provided comment response, does not apply to Exhibition Staton. Assumed to be addressed in Lakeshore East Joint Corridor Early Works Report, to be reviewed when received.	
31	City Planning, Transit Implementation	Draft Early Works Report	4.5.4.1.1	Correct the description for Queen Street East; it is not a gateway into the East York community, but rather into Leslieville and the Beach neighbourhoods of old Toronto.	This will be updated in the revised report.	?	D	Despite provided comment response, does not apply to Exhibition Station. Assumed to be addressed in Lakeshore East Joint Corridor Early Works Report, to be reviewed when received.	
32	City Planning, Transit Implementation	Draft Early Works Report	4.7.2	Note that the Lower Don River archaeology would be contained in the South Archaeological Assessment Phase 1 report, not the North report.	This will be updated in the revised report.	?	D	Despite provided comment response, does not apply to Exhibition Station. Assumed to be addressed in Lakeshore East Joint Corridor Early Works Report, to be reviewed when received.	
33	City Planning, Transit Implementation	Draft Early Works Report	4.8.1.2	Add reference to the 29 Dufferin bus which is missing from this analysis. A branch of this route serves Exhibition Place and travels along Manitoba Drive.	This will be updated in the revised report.	?	С	Updated as requested.	
34	City Planning, Transit Implementation	Draft Early Works Report	4.8.1.3	Should the report be expanded to include the Ordnance Park as an early works site, the cycleting infrastructure should include the Fort York pedestriand cycle tridge and related infrastructure connections. The waterfro	Ordnance Park is outside the study area of the Exhibition Station early work and as such, has not been included within the report.	?	С	City Planning agrees that early works scope has changed since draft report was reviewed.	
35	City Planning, Transit Implementation	Draft Early Works Report	Page 122, Figure 4-23	Correct the map which is missing the Fort York pedestrian/cycle bridge and associated connections between Wellington Street and Garrison Road as an existing pedestrian route.	The Fort York Pedestrian/Cycling bridge is outside the Exhibition Station early works study area and as such, has not been included.	?	С	City Planning agrees that early works scope has changed since draft report was reviewed.	
36	City Planning, Transit Implementation	Draft Early Works Report	Page 123, Figure 4-24	Correct the map which is missing the Fort York pedestrian/cycle bridge and associated connections between Wellington Street and Garrison Road as an existing yorling route. Bike lanes on Princes Boulevard and Saskatchewan Road are missing from the map.	The Fort York Pedestrian/Cycling bridge is outside the Exhibition Station early works study area and as such, has not been included.	?	С	City Planning agrees that early works scope has changed since draft report was reviewed.	
37	City Planning, Transit Implementation	Draft Early Works Report	Page 133, Figure 4-29	Correct the map which is missing a critical cycling connection from the intersection of Bayview Avenue and Mill Street, through Corktown Common, under the Richmond Hill GO corridor, connecting to the Lower Don Trail.	This will be updated in the revised report.	?	D	Despite provided comment response, does not apply to Exhibition Station. Assumed to be addressed in Lakeshore East Joint Corridor Early Works Report, to be reviewed when received.	
38	City Planning, Transit Implementation	Draft Early Works Report	Page 163, Table 5-4	Confirm with the removal of vegetation communities includes sepetation currently along the rail embankment, and whether mitigation will consider replacing this vegetation for ecological and visual reasons.	Vegetation clearing can encompass any and all of the vegetation within the Project Footprint including hedgerows and other vegetation communities along the rail corridor. Metrolinx will compensate for tree removals undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).	?	D	Despite provided comment response, does not apply to Exhibition Station in the main. Assumed to be addressed in Lakeshore East Joint Corridor Early Works Report, to be reviewed when received.	
39	City Planning, Transit Implementation	Draft Early Works Report	5.4.1	For ease of reference, indicate in each table what the sensitive receptor being measured to is (e.g. what the sensitive use in each building or property is).	The receptors will be identified by land or building use in the revised report.	?	0	Sensitive receptors desribed for some impacts (e.g. air quality) but not others (e.g. noise and vibration) despite this change having been in accompanying technical memos.	Sensitive receptor definitions will be provided in the Final EWR for the appropriate disciplines (i.e. air quality and noise and vibration).
40	City Planning, Transit Implementation	Draft Early Works Report	Page 207-211, Table 5-14	Provide an opinion whether the miligation measures proposed can be expected to bring noise and vibration levels within acceptable innits. Confirm that a method of constructing the project exists that can bring noise and vibration levels within acceptable limits. Confirm number of buildingshomes affected by the "Zones of influence" for each early works area (and estimated population or number of workers if available).	Noise and vibration limits will be included as part of contract documents. Metrolinx will work with contractors to ensure that committed miligiation measures are implemented. Miligiation is determined based on worst case receptor locations not on the basis of the number of affected properties, however figures for both noise and vibration will be provided in the updated report from which numbers of buildings may be identified.	?	Р	Cannot locate mention in report of including noise and vibration limits in contract documents as a miligation measure in Section 6.5 or Table 6-5.	The Final EWR will include language noting that noise and vibration limits will be included in contract documents as a miligation.
41	City Planning, Transit Implementation	Draft Early Works Report	Page 213-215, Table 5-15	Include social equilty impacts and mitigation measures (i.e. whether certain communities experiencing social inequality are impacted greater). Walkways must be universally accessible AODA compliant even during construction. For transportation networks, ensure that two parallel collectoristraterial routes are not closed at these ame time, and the same time.	Miligation regarding AODA-compliant walkways and parallel transportation connections will be added to the revised report. Review of impacts to human environments from a gender and equily lens are not typically included within provincial environmental assessment processes. Onlain Line Iniquacis are being assessed in accordance with 0. Reg. 34/120 under the Environmental Assessment Act. The applicable imaget assessment from the applicable imaget assessment from exercising the provincial assessment act and applicable imaget assessment eventures of the provincial assessment act and applicable imaget assessment eventures.	?	С	Further discussion on social equity impacts for provincial projects are being taken up in alternate venues.	

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42	City Planning, Transit Implementation	Draft Early Works Report	Page 216, 5.5.1.1	Include financial incentives in the construction contract to minimize the duration of access being restricted to driveways and building entrances.	Financial incentives are not typically included as mitigation measures in environmental assessment documents, and as such, have not been included. Metrolin, remains committed to reducing impacts to the traffic and transportation network during construction and will ensure appropriate traffic management plans are developed prior to construction to manage impacts.	?	0	Note that such incentives have been applied on previous Metrolinx projects such as the ECLRT, and there should be no reason similar incentives cannot be applied with the Ontario Line (with lessons learned about issues related previous applications).	The ECLRT was procured under the P3 framework. Unlike the ECLRT, the Exhibition Station early works is not intended to procured under the P3 framework, and as such, financial incentives to be included into the project agreement are not standard practice.
44	City Planning, Transit Implementation	Draft Early Works Report	Page 217, 5.5.1.3	Public realm impacts should include construction activity potentially disturbing streetscaping materials, furniture, landscaping in the public realm. Requiring restoration to current standards would be an appropriate mitigation measure. Public realm impacts should also include the potential for design incongruity between the architectural styles of the existing underpass and the new Ontario Line bridges, and the impact the greater extent of underpass length has on the pedestrian environment in terms of safety and comfort. Mitigation measures to coordinate and improve design would be an appropriate response.	proposed bridge at the Laurer Den Bridges early works	?	D	Public realm impacts should be restored to the current City standard, not to existing conditions.	
45	City Planning, Transit Implementation	Draft Early Works Report	Page 217, 218, 5.5.2	Inicude the Jimmy Simpson Recreation Centre as a community or recreational amenity that may be impacted. Include the Fontbonne Ministries Mustard Seed operation on Strange Street as potentially impacted.	The Lakeshore East early works have been placed under separate cover in updated revisions of this report however, Jimmy Simpson Recreation Centre and Fontbonne Ministries will be included in report documentation.	?	D	Despite provided comment response, does not apply to Exhibition Station. Assumed to be addressed in Lakeshore East Joint Corridor Early Works Report, to be reviewed when received.	
46	City Planning, Transit Implementation	Draft Early Works Report	OLS-024, Page 221	Note the existing plan to move the Cherry Street interlocking tower as part of the extension of the Cherry streetcar tracks to the south.	This will be reviewed and updated as appropriate.	?	D	Despite provided comment response, does not apply to Exhibition Station. Assumed to be addressed in Lakeshore East Joint Corridor Early Works Report, to be reviewed when received.	
47	City Planning, Transit Implementation	Draft Early Works Report	Page 236, 5.8.2.3	Correct the reference to Exhibition Station, as this section deals with the Lower Don crossing.	This will be updated in the revised report.	?	D	Despite provided comment response, does not apply to Exhibition Station. Assumed to be addressed in Lakeshore East Joint Corridor Early Works Report, to be reviewed when received.	
48	City Planning, Transit Implementation	Draft Early Works Report	General	Confirm whether potential impacts to flood risks in the Don River Valley were studied, or whether this will be studied under separate cover. See comments under Natural Environment Report for greater detail.	Impacts to flood risks in the Don River Valley were not assessed as part of the Environmental Conditions Reporting. Once a route alignment has been identified, Project-specific impacts including floodplain impacts/flood risks will be assessed in consultation with the TRCA.	?	D	Despite provided comment response, does not apply to Exhibition Staton. Assumed to be addressed in Lakeshore East Joint Corridor Early Works Report, to be reviewed when received.	
49	Heritage Planning	Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impacts Assessment	Section 2 Methodology and Approach, page 10	CHERs should be undertaken for those properties warranting it. The report notes that "it is not necessary to recommend an individual Cultural Heritage Evaluation Report (CHER) be undertaken to re-soply O. Reg. 300 to these properties. While a CHER may not be necessary for each property, some properties any warrant a CHER being undertaken, for example properties designated under OHA prior to O. Reg 900 taking effect. It should also be acknowledges that CHERs will be provided for properties identified as potential built heritage resources identified during field review.	documents sufficient detail for the purposes of documenting	?	0	Further discussion required with Heritage Planning before closing this comment. To be provided.	Comment noted. Metrolinx looks forward to continued discussions and feedback from the City and Heritage Preservation Services as the project continues.
50	Heritage Planning	Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impacts Assessment	4.2 Potential Impacts, page 33	Undertake and complete Heritage Impact Assessments prior to detailed design and reviewed by City of Toronto Heritage Planning and subject to staff delegated or Council decision under the Ontario Heritage Act and Municipal Code. The report indicates that the intent of the Cultural Heritage Report impact assessment is to Provide sufficient discussion of potential impacts to inform project planning to avoid, to the greatest extent possible, undertaking additional Hilad of individual properties. *Properties that are identified as built heritage resources warrant Heritage Impact Assessments if they are to aftered or demolished as a result of project activities.	Heritage Detailed Design report(s) will be prepared by Metrolinx and/or Project Co(s), once a preferred alignment has been identified and/or detailed design has commenced. The report(s) will document the review of the preferred alignment and/or detailed design as it relates to the Cultural Heritage Report, refine project-specific impacts and mitigation measures, identify any changes, and, where required, describe how any conditions attached to the minister's Consent will be met, based on the proposed/recommended design. The HDDR will also include any impacts on a known or potentiab built heritage resource or cultural heritage landscape that were not anticipated or described in the Cultural Heritage Report. In this instance, the Heritage Value to Design Report will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent.	?	0	Further discussion required with Heritage Planning before closing this comment. To be provided.	Comment noted. Metrolinx looks forward to continued discussions and feedback from the City and Heritage Preservation Services as the project continues.

			Part, Chapter, Sec, Subsec,		Response & Details	Actions	Status	Follow-up Comments	Response & Details
Item No.	Reviewer Name	Description	page, DWG#	Review Comment	(Authors -)	1 / 2 / 3 (Authors -)	O / P / C / D** (Reviewer)	(Reviewer)	(Authors -)
51	Heritage Planning	Early Works Cultural Heritage Report: Existing Conditions and Prelimitary Impacts Assessment	4.2 Potential Impacts, page 34	Clarify the scope of Heritage Detailed Design Reports. With the assertion that only properties meeting 10.06 criteria will be subject to further study through a Heritage Detailed Design Report, clarification is needed on how identified but heritage resources not classified as meeting 10.00 criteria may be further evaluated and how their identified cultural heritage values will be incorporated in the overall evaluation of alternatives and identification of the preferred alignment. Details on how potential project impacts on their cultural heritage value will be mitigated through the list Report should be revised once the preferred alignment has been identified and subject to further consultation with the City of Toronto Heritage Planning.	Heritiage Detailed Design report(s) will be prepared by Metrolinx and/or Project Co(s), once a preferred alignment has been deforted the segment of the segm	7	0	Further discussion required with Heritage Planning before closing this comment. To be provided.	Comment noted. Metrolinx looks forward to continued discussions and feedback from the City and Heritage Preservation Services as the project continues.
53	Heritage Planning	Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impacts Assessment	4.2 Potential Impacts Table 4	For all Impact Tables, the proposed miligation measure should be revised to include completion of a Cultural Heritage Evaluation Report, Heritage impact Assessment and associated Strategic Conservation Plan, required whem any physical impacts a cultural heritage resource or its heritage attributes are an intiopated. These should be completed prior to Detailed Design and circulated to Heritage Planning for review and comment.	Refer to comment responses #2 and #3. Further, recommendations for SCPs are noted within the report impact tables where an SCP would be warranted.	?	0	Further discussion required with Heritage Planning before closing this comment. To be provided.	Comment noted. Metrolins looks forward to continued discussions and feedback from the City and Heritage Preservation Services as the project continues.
54	Heritage Planning	Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impacts Assessment	4.2 Potential Impacts Table 4	Revise all Impacts Tables to clarify when in the process the City of Toronto Heritage Planning unit will be consulted on the proposed mitigation measures if it is not possible to avoid impact to an identified cultural heritage resource and its heritage attributes. Consultation should occur prior to betailed besign.	Language in report will be revised to more clearly include consultation with the City of Toronto Heritage Planning unit and specify timing for consultation with City.	?	С	Consultation with Heritage Planning is noted where a direct adverse impact has been identified.	
55	Heritage Planning	Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impacts Assessment	4.2 Potential Impacts Table 4	Revise the alternatives in all Impact Tables to also include consultation with the Toronto Preservation Board and City Council where applicable. Heritage Planning notes that properties not yet owned by Metonian are not exempt from Municipal process and legislation under the Oniario Heritage Act and Municipal Code.	Metrolinx as a Crown Agency of the Province of Ontario is exempt from certain municipal processes and requirements. In these instances, Metrolinx will engage with the City to incorporate municipal requirements as a best practice, where practical, and syotobian associated permits and approvists. Consultation with the City of Toronto Heritage Preservation Services has been included in the report for all impacted theiritage propettes.	?	0	Further discussion required with Heritage Planning before closing this comment. To be provided.	Comment noted. Metrolinx looks forward to continued discussions and feedback from the City and Heritage Preservation Services as the project continues.
56	Heritage Planning	Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impacts Assessment	5. Community Engagement	Heritage Planning acknowledges that the Metrolinx data request was not able to completed prior to the draft of this report due to the on-poing COVID-10 global pandemic and lack of remote access to property databases for City staff.	Comment noted.	?	С		
57	Heritage Planning	Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impacts Assessment	5. Community Engagement	Identify how and when broader public engagement will occur, given the proposed impacts on a number of identified municipallylocally significant cultural heritage resources, in addition to any as yet unidentified resources. This section should darify and identify what other non-governmental heritage organizations, HCD advisory committees, and community stakeholders have been included in engagement.	Line Environmental Conditions Report including all properties that are documented in the Draft Early Works HDDR. Further, the	?	Р	Not fully addressed in the draft HDDR.	Comment noted. Draft EWR was made available for public review, and a consultation record documenting the comments/feedback received during the review period will be included in the Final EWR. This record will include any comments received with regards to the HDDR.
58	Heritage Planning	Early Works Cultural Heritage Report: Existing Conditions and Preliminary Impacts Assessment	6.2 Next Steps, page 49	Provide confirmation as to which properites will be subject to a Heritage Detailed Design Report. These reports are to be shared with MHSTC for its records. These reports should also be shared with the City of Toronto	The HDDR will document project-specific impacts and mitigation/next steps for known and potential cultural heritage resources that are proposed to be impacted by the project footprint.	?	С	request list of specfic properties?	
59	City Planning	Lower Don Bridges HDDR	General	Heritage Planning staff have reviewed the Lower Don Bridges HDDR and have no concerns with the findings/proposed mitigation measures.	Acknowledged.	?	С		
60	City Planning	Exhibition Early Works HDDR	General	Heritage Planning staff have reviewed the Exhibition Early Works HDDR and, on the understanding that a subsequent report will be prepared for the Exhibition Staff South Child works, have no concerns with the Einhalden Staff South Child works, have no concerns with the findings/proposed miligation measures. The report should acknowledge that follow-on works at Exhibition Station will potentially have impacts to the other heritage brillings to the control of the contro	Comment noted, in the revised report, it is noted that follow-on works at Exhibition Station may have potential impacts to other heritage buildings listed in this report and will be assessed under separate cover.	?	0	Cannot locate any discussion or mention of potential impacts to heritage resources from follow-on works associated with the early works in Section 5 of the revised report. Recommend including such a statement in the introduction to Section 5.	References to follow-on works at Exhibition Station and potential impacts to other heritage buildings listed in this report have been added to the Final EWR.
ADDITIO	NAL COMMENTS	(DECEMBER 2020)		Confirm whether the demolition plan for 1 Atlantic Avenue includes					
1	City Planning	Draft Exhibition Station Early Works Report	Table 3-1	the chimneys and accessory buildings associated with the main building. The text in Table 6-7 appears to leave open the possibility but is not definitive. Recommend describing the conceptual alignment for the	The chimney and accessory buildings at 1 Atlantic Avenue will not be affected by the Exhibition Station early works. The Metadrant LET region will be added to Section 3.2.3.3 in the				
2	City Planning	Draft Exhibition Station Early Works Report	Section 2.2.3.2	Waterfront LRT in the Exhibition Station area and its relationship to the Early Works program.	The Waterfront LRT project will be added to Section 2.2.3.2 in the Final EWR.				
3	City Planning	Draft Exhibition Station Early Works Report	Table 6-6	Public realm impacts - Lands impacted by construction should be restored to the current City standard following construction completion, not to the existing condition. This has been the standard agreement on previous Metrolinx projects (e.g. Eglinton Crosstown LRT).	Comment noted. In the Final EWR, language will be added to clarify that lands impacted by construction will be restored to current City standards following construction.				

Iten	n No.	Reviewer Name		Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Actions 1/2/3 (Authors -)	Status O / P / C / D** (Reviewer)	Follow-up Comments (Reviewer)	Response & Details (Authors -)
,	4	City Planning	Draft Exhibition Station Early Works Report	Table 6-9		No impacts to pedestrian access via the existing tunnel are anticipated. This will be clarified in the Final EWR.				

				* Actions:	** Status:	
Review Co	omments Spreads	sheet			O = Open, not resolved	
				• •	P = Pending incorporation in design	
Work Plan					C = Closed, implementation complete , or D = Deferred to future phase	
			Project Name:		Revised By:	
				2020-11-30-		
			Project No:	ol_ex_ewr_a5_traffic_draft_optimized_locked	Date In:	
					Date Out: January 5, 2021	
Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	
1	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Temporary Pedestrian Bridge, Pg. 18	Please elaborate this text. Discuss why this will	A temporary structure, the pedestrian bridge to reduce the potential congestion in the existing tunnel during special events at Exhibition Place/Ontario Place will not be accessible. However, the existing tunnel under the GO tracks will continue to provide barrier-free access across the rail corridor. This will be clarified in the Final EWR.	
2	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Section 3.1.1, Road, Pg.27	"Atlantic Avenue is a north-south collector road with a two-lane cross-section." Edit to: Atlantic Road is a north-south collector road, between King Street and Liberty Street and has a regulatory 50 km/h speed limit.	Comment noted. In the Final EWR, language will be revised to note that Atlantic Avenue is a north-south collector between King Street and Liberty Street and has a regulatory 50 km/h speed limit.	
3	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Section 3.1.1, Road, Pg.27	Edit to: "Between the south end of Atlantic	Comment noted. In the Final EWR, language will be revised to note that betweeen the south end of Atlantic and Liberty Street, Atlantic Avenue is a local road and has a poasted speed limit of 30 km/h, and that on-steret parking is prohibited on the west side of the street.	
4	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Section 3.1.1, Road, Pg.27	"Jefferson Avenue is a north-south collector road with a two-lane cross-section." Edit to:"Jefferson Avenue is a north-south local road with a two-lane cross-section."	Comment noted. In the Final EWR, language will be revised to note that Jefferson Avenue is a north-south local road with a two-lane cross-section.	

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	
5	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Section 3.1.1, Road, Pg.27	"Manitoba Drive is an east-west collector road" - Manitoba Drive is a Park road. Please update this	Comment noted. In the Final EWR, language will be revised to note that Manitoba Drive is a park road.	
6	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work-Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Section 3.1.1, Road, Pg.27	Please discuss traffic bylaw "Parking Machine" on Atlantic Avenue and Jefferson Avenue"	Comment noted. In the Final EWR, language will be revised to include parking machines that are located on Atlantic Avenue and Jefferson Avenue.	
7	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Table 3-1,Existing Transit Routes within the Exhibition Station Study Area, Pg.31	- Please include OFF peak service if any. - For AM/PM/OFF peak period, indicate what specific hour periods it refers to.	This report outlines existing information associated with the worst-case scenario, or impacts during peak periods. Therefore, peak hour frequencies have been included as part of the existing conditions description and will be reflected in future traffic analysis, as requried. If applicable, off peak service will considered and incorporated in the future traffic analysis. Definitions of AM/PM peak hours and why peak hour was documented will be included in the Final EWR.	
8	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Section 3.1.2 Active Transportation, Pg.28	"painted crosswalks are provided across all legs of the signalized intersections located within the Exhibition Station Study Area" - Please indicate what signalized intersections are located within the Exhibition Station Study Area Include those intersections in figure 3-1.	The Exhibition Station Traffic and Transportation Study Area does not include signalized intersections. The phrase will be edited to the following "painted crosswalks are provided across all legs of the intersection of Manitoba Drive and Nova Scotia Avenue, located within the Exhibition Station Traffic and Transportation Study Area."	
9	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Section 4, Potential Impacts, Mitigation Measures and Monitoring Activities, Pg.35	Please confirm and coordinate if there will be any other construction projects in the vicinity of Ontario Line Exhibition Station work. Are all other planed projects nearby with construction timelines that potentially overlap with the Exhibition Station early works considered in this traffic assessment report? Please clarify.	As project planning progresses, Metrolinx will be coordinating with other construction projects in vicinity of Exhibition Station. Metrolinx has requested access to the InView system to understand overlapping construction projects and will continue discussions with the City to coordinate any future analysis where required.	

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	
10	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Section 4, Potential Impacts, Mitigation Measures and Monitoring Activities, Pg.35	Please discuss affect on existing parking lots on both sides of Atlantic Ave By removing the parking lots, the City loses revenue and Metrolinx contractor will have to compensate for that all accesses to be maintained.	Within the Study Area shown in the Traffic and Transportation Report, all parking lots are privately owned, including those on both sides of Atlantic Ave (1 Jeffeson St to the west and 1A Atlantic Ave to the east of Atlantic Ave). Discussions with owners of affected lots are ongoing, and Metrolinx will consult with the City of Toronto should any impacts to City-owned parking be anticipated.	
11	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Section 4, Potential Impacts, Mitigation Measures and Monitoring Activities, Pg.35	Please discuss if there will any affect on Manitoba Dr and Nova Scotia Ave during construction.	At this time, no construction work is expected to occur south of the existing Exhibition Station. As a result, no impacts to Manitoba Drive and Nova Scotia Avenue are anticipated. While construction material delivery may occur via Nova Scotia Avenue, such events would result in limited duration/short-term lane occupancies. This will be confirmed as design progresses and construction staging details are developed.	
12	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Table 4-1, Pg.36	Please move this table at the end of the section 4.	The current format is best practice for AODA compliance (i.e., table follows on the page after the table reference). This is also consistent with the approach taken across the main report and all other technical reports.	

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	
13	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Table 4-1, Pg.36			
14	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Table 4-1, Pg.36	Please include in the mitigation measure(s) for Transportation Network - Road. "A detailed traffic analysis will be conducted to consider the vehicular traffic congestion around the Station."	Comment noted, revision will be made in the Final Traffic and Transportation Report Table 4-1.	
15	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Table 4-1, Pg.36	Please include following in mitigation measures for Transportation Network - Road. "Traffic signal timing optimization may be assessed/implemented to increase capacity of affected intersections and to aid in the movement of traffic. Traffic signal timing adjustments would require coordination between Metrolinx and the relevant municipality, and will be undertaken if required, to determine appropriate changes to traffic signal timings."	Comment noted, revision will be made in the Final Traffic and Transportation Report Table 4-1.	

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	
16	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5- ol_ex_ewr_a5_traffic_draft	Table 4-1, Pg.36	- Please include potential affect on Atlantic Ave on-street parking and paid parking (parking machines). - Please indicate in mitigation measures if this requires removal/relocation of on-street paid parking. - Please be advised that Council approval will be required for changes to bylaw, and - TPA will also need to be consulted.		
17	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5-ol_ex_ewr_a5_traffic_draft	Section 4, Potential Impacts, Mitigation Measures and Monitoring Activities, Pg.37	should be identified and protected on the north	Comment noted. Metrolinx will consult with the City regarding any anticipated impacts to bicycle parking and Bike Share Station and to determine temporary siting requirements for the parking racks and/or Bike Share Station if relocation is needed. Revisions have been made in the Traffic and Transportation Report Table 4-1 accordingly.	
18	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5- ol_ex_ewr_a5_traffic_draft	Section 4- Potential Impacts, Mitigation Measures and Monitoring Activities, Page 36	The mitigation measures which are identified in tables 4-1 are typical measures that are mostly used in transit projects. There is no specific measure defined especially for the Exhibition Station study area. Please clarify.	Exhibition Station early works Transit and Traffic Management Plan, to be developed as detailed design progresses and prior to construction, will include mitigation measures specific to the Exhibition Station early works and affected area.	
19	Transit Infrastructure Projects - Transportation Services	Exhibition Station Early Work- Traffic and Transportation Report- Appendix A5- ol_ex_ewr_a5_traffic_draft	Section 4- Potential Impacts, Mitigation Measures and Monitoring Activities, Page 36	Please clarify how the proposed mitigation measures could be practical considering the limitations of the capacity of the roads and policies of the City.	The Transit and Traffic Management Plan will include mitigation measures specific to the Exhibition Station Study Area. Potential mitigation measures could include the limiting of transport trucks to certain roadways to minimize impacts to local traffic, detour routes for local traffic during construction should any temporary lane closures be identified, and active transportation detours to maintain pedestrian and cycling connectivity.	

* Actions: 1 = Will comply ** Status: **Review Comments Spreadsheet** O = Open, not resolved Ontario Line - City of Toronto Early Works Report Comment 3 = Not applicable because P = Pending incorporation in design

C = Closed, implementation complete Revised By: Ontario Line

Project Name:

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		Date Out: January 5, 2021

		Project No: Date In: Date Out: January 5, 2021							
Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Actions 1/2/3 (Authors -)	Status O / P / C / D** (Reviewer)	Follow-up Comments (Reviewer)	Response & Details (Authors -)
1	LAU	Draft Traffic Memo	General	Any impacts to City parkland/natural areas as a result of this project requires complete coordination with Parks Capital's Construction schedule as outlined in PFR approved Capital budget. Schedule and duration of impacted park lands to be provided.	Comment noted, the Exhibition Station early works Project Footprint does not currently include any City parkland or natural areas. However, should project footprint change in the future and impacts to parkland and natural areas are identified, Metrolinx will continue to engage the City of Toronto.	?	С	We note Mx response and will continue to comment as the project progresses.	
2	Urban Forestry	Draft NER	Parks - Moss Park	All mitigation measures will be explored to minimize the project impacts to this site.	Metrolinx is committed to minimizing impacts to parkiand wherever possible and will explore all options to minimize project impacts to Moss Park. As project planning and design progresses, any impacts identified by Moss Park will be documented within the Environmental Impact Assessment Report and appropriate mitigation will be prescribed.	?	С	Closed	
3	RNFP	Draft NER	draft EPR - general	Submit a Natural Heritage Impact Study	Natural heritage impacts will be documented as part of the Environmental Impact Assessment Report, under separate cover.	?	С	Closed	
4	RNFP	Draft NER	Natural Environment Early Works - 4.2	Metrolinx must apply for and obtain a permit from RNFP for any trees/vegetation/leal impacts regulated under Bylaw 658 on city and private lands.	Metolinx will continue to engage with the City of Toronto as project planning and design progress, including with regard to tree injury/removal permits as required.	?	С	Closed	
5	Urban Forestry	Draft NER	Natural Environment Early Works - Section 6 - permit requirements - table 6-1	Under Municipal, add Bylaw 813, 658 and 608 in table 6-1. Revise and add text sections accordingly in section 6.	As noted in Table 6-1 the activities at the Exhibition Station early works study area an end within the City of Torento NHS or RNFP policy areas. Compensation for tree removal on private/city lands will follow the Metrolinx Vegetation Guideline (2020), which notes that compensation for trees on private/city lands will follow all applicable bytews and regulations.	?	С	Closed	
6	LAU	Draft N&V Report	General	How does the rail corridor expansion in the Lakeshore East Joint Corridor works footprint affect impacted park lands/natural areas for grading, retaining walls, noise barriers, etc in the interim and permanently?	The Lower Don Bridges early works have been placed under separate cover in updated revisions of this report. Response to this comment will be revisited as the Lower Don Bridges Early Works Report is released.	?	0	The Lakeshore East Joint Corridor works is more than just the Lower Don Bridges. PFR is requesting for more detailed information on the scope of impacts to affect parkland for the full scope from Gertard to Lower Don Bridges both interim and permanent in order for Parks to undetake a comprehensive assessment	Comment noted. The Lakeshore East Joint Corridor Early Works Report is currently under development and will be shared with the City in the coming months.
7	LAU	Draft N&V Report	4.6 Impact Assessment LEJC	Jimmie Simpson Recreation Centre shall be reviewed for noise and vibration and added to Table4-7 and Figure1-04 to be representative of the worst case locations along the Early Works project footprint as works are proposed in very close proximity to the Recreation Centre.	Typically recreation centres are not considered noise or vibration sensitive receptors, however the building will be considered in assessment of construction vibration impacts.	?	0	Upon review of the revised report, City may provide additional comments. Due to the proposed scope of works directly adjacent to Jimmie Simpson RC, PFR considers this as a sensitive vibration receptor.	Comment noted. Given Jimmie Simpson Recreation Centre's immediate proximity to the project alignment, it will be considered as part of the operations witration impact assessment study in support of the Environmental Impact Assessment Report.
8	Urban Forestry	Draft EWR	general	The Lower Don River Crossing works overlaps with the USRC wilson yard-HONI relocation works. Are we to assume that the trees and vegetation will be non-existent like the Lakeshore East shared corridor for the purposes of tree inventory and arborist report?	The Lower Don Bridges early works will build on existing environmental work completed for the Wilson Yard/HONI relocation works. Metrolinx will be removing vegetation within its right-of-way in accordance with the Metrolinx Vegetation Guideline (2020).	?	С		
9	Urban Forestry	Draft EWR	Draft early works report, 5.9 Utilities	Confirm tree and vegetation impacts during detailed design. A permit application for injury or removal may be required if regulated under a municipal bylaw	Tree and vegetation impacts will be confirmed during the detailed design phase. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).	?	С		
10	Urban Forestry	Draft EWR	Draft Early Works Report, 6.1.3 - Municipal permits	Permits are required for trees and vegetation that are regulated under Bylaw 813, 658 and 608. Compensation shall be in accordance with applicable bylaw. The Arborist Report and supporting documentation will be reviewed and revised when submitted.	An Arborist Report will be prepared in accordance with Table 6-1 and 6-2. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).	?	С		
11	Urban Forestry	Draft EWR	Draft Early Works Report, 6.1.3 - Municipal permits	Delete timeline information for permit application processing as it is conditional on satisfactory and approved documentation. These revisions may take several weeks before an application will be reviewed.	This will be removed in the revised report.	?	С		
12	RNFP	Draft EWR	Draft Early Works Report, 6.1.4	Submit Voluntary Process Review Letter	Metrolinx will cohlinue to engage TRCA through the VPR process.	?	Р	Once TRCA's VPR letter has been given to Metrolinx, please submit to the city for review	Comment noted. Metrolinx is continuing to work with TRCA where the project intersects with TRCA regulated lands.

, or D = Deferred to future phase

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13	RNFP	Draft EWR	Draft Early Works Report, table 6-1	Submit Erosion & Sediment Control Plan	An Erosion and Sediment Control Plan will be prepared in accordance with Table 6-2. This will be circulated to the City prior to construction	?	С		
14	Urban Forestry	Draft EWR	Draft Early Works Report, table 6-1	Submit an Arborist Report with updated tree inventory. Tree inventory shall also confirm the presence of butternut inspected in 2017 in the East Harbour Stn	An Arborist Report will be prepared in accordance with Table 6-1 and 6-2. This will be circulated to the City once available. The butternut in question at East Harbour Station was determined to be misidentified, and is a black walnut.	?	С		
15	Urban Forestry	Draft EWR	Draft Early Works Report, table 6-1	Submit Spill Prevention & Response Plan	A Spill Prevention and Response Plan will be prepared in accordance with Table 6-2 and 6-3. This will be circulated to the City prior to construction.	?	С		
16	Urban Forestry	Draft EWR	Draft Early Works Report, table 6-1	Metrolinx' Vegetation Guideline is currently under review by staff in Parks, Recreation and Forestry. Compensation will be to the approval and satisfaction of PFR and in accordance to the applicable bylaw. Any revisions to the document will apply to the current project.	Noted.	?	С		
17	LAU	Draft EWR	General	Any impacts to City parkland as a result of this project requires complete coordination with Parks Capital's Construction schedule as outlined in PFR approved Capital budget. Schedule and duration of impacted park lands to be provided.	Noted. Impacts to parkland are not anticipated as part of the Exhibition Station Early Works.	?	0	We acknowledge no proposed park impacts for Exhibition Station EW, however the original report included all Early Works, PFR is requesting a full summary (table format) of each segment and the park impacts both temporary and permanent	Comment noted. As Early Works Reports are completed for other segments/components of the Ontario Line Project, national environment reports will be circulated to the Cly for review, which document potential temporary and permanent impacts to City parks, and mitigation and compensation approach.
18	LAU	Draft EWR	Description of the Early Works	We are not in support of loss of park lands. What alternatives har Mx compiled? What lands does Mx have for a potential land swap?	Noted: Impacts to parkiand are not anticipated as part of the Exhibition Station Early Works.	?	0	We acknowledge no proposed park impacts for Exhibition Station EW, however the original report included all Early Works. In order to advance this discussion, Mx to provide a full summary of anticipated parkland impacts. Will methods for parkland compensation be disuscsed in the Early Works report?	Comment noted. As Early Works Reports are completed for other segments/components of the Ontario Line Project, natural environment reports will be circulated to the City for review, which will document potential temporary and permanent impacts to City parks, and mitigation and compensation approach.
19	LAU	Draft EWR	4.5 Socio-Economic and Land Use Characteristics	Lower Don River Crossing - there are recreational uses and park and open spaces in this footprintCorktown Common Park, MUPs along the Lower Don River Trail, the Martin Goodman Trail, Lakeshore and Cherry St (see 4.8.2.3)	In updated revisions of the report, Lower Don early works has been split into a separate report however, the revised Lower Don Bridges early works report will include parks within the latest Lower Don Bridges study area.	?	0	We acknowledge no proposed park impacts for Exhibition Station EW, however the original report included all Early Works. City comment has not been answered.	Since the first circulation of the Early Works Report to the City, the Lower Don Bridges early works have been split into a separate report. The City's original comment will be addressed in the forthcoming updated version of that report.
20	LAU	Draft EWR		Lower Don River Crossing - there are community groups and resources in this footprint	In updated revisions of the report, Lower Don early works has been split into a separate report however, the revised report will include community amenities within the latest Lower Don River Crossing study area.	?	0	We acknowledge no proposed park impacts for Exhibition Station EW, however the original report included all Early Works. City comment has not been answered.	Since the first circulation of the Early Works Report to the City, the Lower Don Bridges early works have been split into a separate report. The City's original comment will be addressed in the forthcoming updated version of that report.
21	LAU	Draft EWR		Lakeshore East Joint Corridor - there are recreational uses and parks and open spaces in this footprint. Jimmie Simpson RC and Park, Bruce Mackey Park, McCleary Park, Saulter St Parkette, Gerrard-Carlaw Parkette	In updated revisions of the report, Lakeshore East Joint Corridor Early Works have been split into a separate report however, the Lakeshore East early works report will include recreational uses and parks within the Lakeshore East Joint Corridor study area.	?	0	We acknowledge no proposed park impacts for Exhibition Station EW, however the original report included all Early Works. City comment has not been answered.	Since the first circulation of the Early Works Report to the City, the Lakeshore East Joint Corridor early works have been split into a separate report. The City's original comment will be addressed in updated revisions of that report to include recreational uses and parks impacted by the LSE JC early works.
22	LAU	Draft EWR		Lakeshore East Joint Corridor - there are community groups and resources in this footprint	In updated revisions of the report, Lakeshore East Joint Corridor Early Works have been split into a separate report however, the Lakeshore East early works report will include community groups and resources within the Lakeshore East Joint Corridor study area.	?	0	We acknowledge no proposed park impacts for Exhibition Station EW, however the original report included all Early Works. City comment has not been answered.	Since the first circulation of the Early Works Report to the City, the Lakeshore East Joint Corridor early works have been split into a separate report. The City's original comment will be addressed in updated revisions of that report to include community groups and resources within the Project Footprint.
23	LAU	Draft EWR		Lakeshore East Joint Corridor - all parks in and adjacent to this footprint to be labelled on Figure4-21	In updated revisions of the report, Lakeshore East Joint Corridor Early Works have been split into a separate report however, the Lakeshore East early works report will include recreational uses and parks within the Lakeshore East Joint Corridor study area.	?	0	We acknowledge no proposed park impacts for Exhibition Station EW, however the original report included all Early Works. City comment has not been answered.	Since the first circulation of the Early Works Report to the City, the Lakeshore East Joint Corridor early works have been split into a separate report. The City's original comment will be addressed in updated revisions of that report and all parks within the LSE JC early works study area will be labelled.
24	LAU	Draft EWR	4.6/5.6 Built Heritage Resources and Cultural Heritage Landscapes	Has a Cultural Heritage Assessment been completed for park lands that are proposed to be impacted? There is mention of Cultural Heritage Landscapes however where is the mapping specifically does any park lands fall into CHL?	All lands within the Ontario Line Study Area, and subsquent Early Works forginth have been screened for known, previously assessed and potential BHR/CHLs. For the Ontario Line Project, any properties, including parks, were screened for BHRs and CHLs. Moss Park was included in the OL CHR and Bruse Mackey Park noted because of its heritage plaques and it contributes to the De Grass Streetscape. Parks that are not known, previously identified or potential CHLs are included in the Altural Environment Report.	?	0	We acknowledge no proposed park impacts for Exhibition Station EW, however the criginal report included all Early Works. City comment has not been answered.	The original comment will be addressed in forthcoming versions of the Lakeshore East and Lower Don Bridges Early Works Reports.
25	LAU	Draft EWR	Pg 115-116/227-229	DeGrassi Street has been noted as potential BHR/CHL and within EW-001 Bruce Mackey Park has been noted as having potential heritage attributes. Should 12 DeGrassi Street be proposed for demolition Mx shall acquire these lands to land swap with the City in exchange for impacts to Bruce Mackey Park and nearby park lands. Also, what is the impact to Bruce Mackey Park and nearby park lands. Also, what is the impact to Bruce Mackey Park and all other parks) to avoid vibration damage to buildings along EW-001 and elsewhere? Whatting mitigating measures shall be implemented on the building or elsewhere and not on park lands.		?	0	We acknowledge no proposed park impacts for Exhibition Station EW, however the original report included all Early Works. City comment has no toleranswered. PER to review environmental assessment report when available for further comment.	Comment noted. The Lakeshore East Joint Corridor Early Works Report is currently under development and will be shared with the City in the coming months.
26	LAU	Draft EWR	5.4 Noise and Vibration pg 201-202	Future Work shall include noise and vibration impact study to existing Jimmie Simpson Recreation Centre as works are proposed in very close proximity to the Recreation Centre.	Typically recreation centres are not considered noise or vibration sensitive developments, however the building will be considered in assessment of construction vibration impacts.	?	o	Upon review of the revised report, City may provide additional comments. Due to the proposed scope of works directly adjacent to Jimmie Simpson RC, PFR considers this as a sensitive vibration receptor.	Comment noted. Given Jimmie Simpson Recreation Centre's immediate proximity to the project alignment, it will be considered as part of the operations vibration impact assessment study in support of the Environmental Impact Assessment Report.
27	LAU	Draft EWR	5.4 and 5.5	How does the rail corridor expansion in the Lakeshore East Joint Corridor works footprint affect impacted park lands/natural areas for grading, retaining walls, noise barriers, etc in the interim and permanently?	Any potential impacts of Lakeshore East Joint Corridor Early Works will be presented under separate cover.	?	0	We acknowledge no proposed park impacts for Exhibition Station EW, however the original report included all Early Works. City comment has not been answered.	Details regarding Lakeshore East Joint Corridor early works are still under development (including details on retaining walls and noise barriers), and will be shared with the City in the coming months.
28	LAU	Draft CHR	General	Has a Cultural Heritage Assessment been completed for park lands that are proposed to be impacted?	All ands within the Ontario Line Study Area and subsquent Early Works footprint have been screened for known, providy) assessed and potential BHR/CHLs. At this stage, impact scenarios have been outlined with recommended mitigation measures. Once an alignment is selected / detailed design is underway, a project-specific impact assessment will be undertaken and documented in a Heritage Detailed Design Report. This will include park lands that retails heritage value.	?	С		
29	LAU	Draft CHR	Pg 25	There is mention of Cultural Heritage Landscapes however where is the mapping - specifically does any park lands fall into CHL?	detail on parks within the study area (from an ecological perspective) are documented in the Natural Environment Report.	?	Р	We note Bruce Mackey was mentioned in the report however Moss Pass appeared to be overlooked. Provide section of the report speaking to Moss Park and supplementary mapping.	Description regarding the cultural heritage aspects of Moss Park and its contribution to the Garden District Heritage Conservation District is documented within Page 182 of the CHR, aspetically so CLS-083. The Moss Park community centre has also been documented within the CHR as CLS-043, located on Page 173 of the CHR. Corresponding mapping for both of these entities can be found in Appendix D-7) in the CHR.
30	LAU	Draft CHR	Figure 6-4	All existing park lands within and adjacent to the Lakeshore East Joint Corridor Study Area to be noted in Figure6-4	As per comment response #2, parks within and adjacent to the Early Works footprints that retain heritage value (CHLs) are documented in this Cultural Heritage Report. Parks that are not CHLs are documented in the Natural Environment Report.	?	С		

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Actions 1/2/3 (Authors -)	Status O / P / C / D** (Reviewer)	Follow-up Comments (Reviewer)	Response & Details (Authors -)
31	LAU	Draft CHR		lands to land swap with the City in exchange for impacts to Bruce Mackey Park and nearby park lands. Also, what is the impact to Bruce Mackey Park (and all other parks) to avoid	comment will be taken into account as environmental	?		further comment	Comment noted. The Lakeshore East Joint Corridor Early Works Report is currently under development and will be shared with the City in the coming months.
ADDITION	IAL COMMENTS (DECEMBER 2020)	*						
32	LAU	Draft EWR	Draft Exhibition Station Early Works Report	Parks has reviewed the Draft Exhibition Station Early Works Report and there does not appear to be any impacts to existing parkland within the Exhibition Station Early Works Project Footprint.	Comment noted.				

	Review	Comments Sp	readcheet		* Actions:	** Status:				
		•				O = Open, not resolved				
	Ontario	l ine - City of T	oronto Farly W	orke Report Con	2 = Discuss, clarification required	P = Pending incorporation in design	, or D = Deferred	to future phase		
	Ontario Line - City of Toronto Early Works Report C			orks neport con	3 = Not applicable because	C = Closed, implementation complete				
	Project Name:			Project Name:	Ontario Line	Revised By:				
	Project No:		Project No:		Date In:					
						Date Out: January 5, 2021				
			Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Actions 1/2/3 (Authors -)	Status O / P / C / D** (Reviewer)	Follow-up Comments (Reviewer)	Response & Details (Authors -)	
Ì	The Design B		The Design Brief document refers to mitigation measures for							

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Actions 1/2/3 (Authors -)	Status O / P / C / D** (Reviewer)	Follow-up Comments (Reviewer)	Response & Details (Authors -)
1	Toronto Fire Services	Draft Traffic Memo	Design Brief, Section 3 (pages 35-52)	impacts of potential road restrictions/closures in and around each early works site. The description of potential impacts should be expanded to refer specifically to ensuring	Noted. Potential impacts to emergency vehicles will be reviewed and noted in the revised memorandum, and potential mitigation measures will be suggested at a high level, tifvhere required. The future Traffic Management Plan will address the specific needs of emergency services, including accessibility, once construction staging and road closures are confirmed.	?	D		
2	Toronto Fire Services	Draft EPR	Section 5.5		Noted. The Traffic Management Plan(s) will be circulated to the City including TFS during construction planning.	?	D		
3	Toronto Fire Services	Draft EPR	General	Utility relocations: Identify any fire hydrants that will be affected over the course of construction and confirm the remedial measures that will be put in place to ensure that hydrant coverage is maintained.	This will be confirmed as design progresses.	?	D		

Review Comments Spreadsheet	* Actions:
neview comments opieausneet	1 = Will comply
	2 = Discuss, clarification required

** Status:

O = Open, not resolved

Ontario Line - City of Toronto Early Works Report Con

P = Pending incorporation in design C = Closed, implementation complete , or D = Deferred to future phase

Project Name: Project No: Ontario Line Revised By: Date In:

Date Out: January 5, 2021

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Actions 1/2/3 (Authors -)	Status O / P / C / D** (Reviewer)	Follow-up Comments (Reviewer)	Response & Details (Authors -)
1	Transportation Expansion Office in consultation with LeighFisher	AQ Monitoring	Draft EWR, Sec 4.3, page 71	The report states that all contaminants of concern are monitored at the selected NAPS stations. Since PM10 is not monitored, how is this discrepancy addressed?	PM10 was not included in NAPS Station measurements, and therefore was estimated using PM2.5 measurements, assuming a ratio of 1 :g/m3 PM10 per 0.54 :g/m3 of PM2.5 as per Laill et. al, "Estimation of historical annual PM2.5 exposures for health effects assessment", Atmospheric Environment 38 (2004).	?	0	This methodology applies to estimation of PM2.5 from PM10 particles not vice versa. What is the basis for assuming this ratio and is there comparable monitoring data nearby that supports this assumption? The approach undertaken is not standard practice.	In the time period used to determine the background air quality monitoring levels for the Eshibition Station early works, there is no comparable hourly sampled data for the course fraction of fine particulates (EMIO) which is directly comparable to the fine particulate hourly sampling data (PMZ-5). The ratio from Lail et al. was referenced to provide an estimated based on scientific research for the course particulate fraction based on hourly monitored data of PMZ-5. This ratio and methodology has been accepted by the MECP for similar projects submitted for EA approval in the past.
2	Transportation Expansion Office in consultation with LeighFisher	AQ Guidelines	Draft EWR, Sec 4.3, Table 4-14, p.72-73	Please explain why the AAQC PM2.5 standard not included?	The AAQC standard for PM2.5 (30 ug/m3 for a 24-hour averaging period) is less stringent than the CAAQS standard for the same averaging period (27 ug/m3) and was therefore excluded from Table 4-14.	?	С		
3	Transportation Expansion Office in consultation with LeighFisher	Air Quality Impacts	Draft EWR, Sec 5.3.1, p. 188	The impacts discussion is qualitative and high-level. The report should at an iminum discuss construction emissions estimates based upon construction equipment likely to be used, general limeline, and standard construction equipment emissions factors compared to baseline concentrations to indicate potential exceedances and areas for mitigation.	Details regarding construction duration and timeline are not available at this time and as such, construction emission estimates have not been included. The Air Quality Memo is based on the most up-to-date plans for design available at the time. Construction equipment and duration will be confirmed in future construction anagement plans.	?	С	It is noted assumptions have been made in this Early Works report. If these assumptions are exceeded, Metrolinx and ProjectCo are responsible for determining the additional mitigation measures required.	
4	Transportation Expansion Office in consultation with LeighFisher	Noise Impacts - Lower Don River Crossing	r Draft EWR, 5.4.1.2.1, Noise, p.200	Report notes, "for the future 191 Mill Street location, noise levels are predicted to be near the daylime noise level limit for the corridor works, nearest to 191 Mill Street." They also exceed the night time criteria which is not mentioned. Please add this to the impact discussion.	This will be addressed in the revised report.	?	Р	Pending review of the updated report.	Comment noted. The Lakeshore East Joint Corridor Early Works Report is currently under development and will be shared with the City in the coming months.
5	Transportation Expansion Office in consultation with LeighFisher	Noise Impacts - Lakeshore East Joint Corridor	Draft EWR, 5.4.1.4.1, Noise, p.202	Report notes, "the results in the above table indicate that predicted noise levels along the project footprint could be above the dayline noise level limit." The report should also indicate the potential for nighttime exceedances as nighttime nuisance can generally result in health effects and should be mitigated.	This will be addressed in the revised report.	?	Р	Pending review of the updated report.	Comment noted. The Lakeshore East Joint Corridor Early Works Report is currently under development and will be shared with the City in the coming months.
6	Transportation Expansion Office in consultation with LeighFisher	Vibration Impacts	Draft EWR, 5.1.4.1.2, Vibration, p.202	Report states: "As the project footprints are not finalized; the number of locations predicted to have vibration levels in excess of the City of Toronto prohibited limit, and the screening limit may change. Also, the number of structures within the project footprint may change. As a result, a full list of locations along the project footprint that require monitoring or subsequent review is too preliminary at this stage. Mapping provided in Appendix B4 can be used to further develop the design plans to decrease the vibration impacts of the Early Works construction." Confirm if the mapping provided in Appendix B4 could be used to indicate sensitive areas which require further assessment should he area be selected as part of the project footprint. Consistent with best practices, this report should give an indication of areas that will likely be impacted if in the vicinity of any project works.	Confirmed, mapping in Appendix B4 will be updated with the approved project footprint. See appendix B4	?	0	Similar to the Follow-Up Comment to Item No. 25 in the TEO tab, please clarify where the updated vibration assessment mapping is provided. The Drift Early Works Report - Ontario Line Exhibition Station Early Works report does not have an Appendix B4. Appendix A3 - Exhibition Station Early Works - Drift Noise and Vibration Early Works Report does not appear to include vibration assessment mapping.	Appendix A3 is the correct report reference. Figure 5-2 of Appendix A3 shows the vibration screening distances and where vibration levels may be perceptible.
7	Transportation Expansion Office in consultation with LeighFisher	Construction Vibration Mitigation, General	Draft EWR, 5.4.2.1, General Mitigation, p. 204	Given that vibration impacts are predicted, best practice construction vibration mitigation measures recommended by the FTA should be induced in the report, such as: "routing heavily-loaded trucks and equipment away from residential streets and vibration-sensitive sites; "managing the sequence of construction phases such as demolition, earlth-moving, and ground-impacting operations so as not to occur in the same time period and avoiding night-time activity; "employing alternative construction methods. Relevant locations where this would apply would be refined during the design phase.	Acknowledged, the suggested text has been incorporated with other best practice measures where appropriate.	?	Р	Pending review of the reports prepared for the remaining three Early Works altes. It is noted the suggested text, as appropriate, was added to Section 6.1 (Mitigation Measures - General Recommendations) of Appendix AS - Exhibition Station Early Works - Toralt Noise and Vibration Early Works - Toralt Noise and Vibration Early Works Report. However, these measures remain absent from the main Exhibition Station Early Works report. Please include these General Recommendations in the main Exhibition Station Early Works report for consistency, or, indicate further measures are outlined in Appendix A3.	Comment noted. The text mentioned will also be added to the Exhibition Station Early Works Report for consistency.
8	Transportation Expansion Office in consultation with LeighFisher	Methodology	Draft AQ Memo, Fig 1-1 to 1-4	Please explain how the Air Quality Study Area was established.	A 500-metre buffer was added to the identified project footprint of each Early Works scope item. The distance of the 500 metre buffer was based on guidance provided in the Ministry of Transportation. Environmental Guide for Assessing and Miligating the Air Quality Impact and Greenhouse Gases of Provincial Transportation Projects (Ministry of Transportation, 2020) which states that for major roads, a distance of 500 m is expected to capture the maximum pollutant concentrations.	?	С		
9	Transportation Expansion Office in consultation with LeighFisher	AQ Guidelines	Draft AQ Memo, Table 2-1	Why is the AAQC PM2.5 standard not included?	The AAQC PM2.5 standard (30 ug/m3 for a 24-hour averaging period) is less stringent than it's CAAQS counterpart 27 ug/m3 for a 24-hour averaging period, after 2020.	?	С		

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Actions 1/2/3 (Authors -)	Status O / P / C / D** (Reviewer)	Follow-up Comments (Reviewer)	Response & Details (Authors -)
10	Transportation Expansion Office in consultation with LeighFisher	Background Traffic Data	Draft AQ Memo, Table 2-5	Why isn't the Gardiner Expressway or Liberty Street West 2019 AADT bus data available/included?	Table 3-3 updated with Liberty Street West 2019 AADT data. Not available for Gardiner Expressway.	?	С	It is recommended that the report state that the AADT is not available for the Gardiner Expressway, for clarity.	
11	Transportation Expansion Office in consultation with LeighFisher	Methodology	Draft AQ Memo, Sec 3, Table 3-7	Please define a Sensitive and a Critical receptor and distinguish between the two. Also, please clarify the definition of potential impacts.	Sensitive receptors include all residential and residential combination zoning (e.g. commercial residential, etc.). Critical receptors include and use where it is reasonably vegeted that high-risk populations spend extended periods of time in these locations (e.g. exhools, day cares, hospitals, nursing or fong-term care homes, etc.). The potential impacts are treated the same between the two byses of receptors, however critical exholority and an exhaust the compact of the compact o	?	С		
12	Transportation Expansion Office in consultation with LeighFisher	Construction timeline	Draft AQ Memo, Sec 3	Please clarify whether construction of the four EW locations will overlap (even if just a portion). If any overlap, a combined phase impact assessment should be conducted in addition to the location- specific assessment. This is particularly important for receptors that fall within multiple Study Areas.	In updated revisions of the report, all early works have been split into separate reports. Note that the only overtap in study area is Lakeshore East (overlapping with GO Expansion), for which a joint noise and vibration assessment will be undertaken for GO Expansion and Ontario Line operations.	?	С	Clarification noted. Note, joint noise and vibration assessment to be provided to the CoT for review and comment, once available.	
13	Transportation Expansion Office in consultation with LeighFisher	Air Quality Management Plan	Draft AQ Memo, Attachment 1, Table 2	Please include other contaminants of concern as included in Table 2-4 of the main memo. In particular benzene and B(a)P when they exceed AAQC standards.	Including additional contaminants from the MTO Guidance does not have direct bearing on the contents of the AOMP. If required, the ACEW Memorandum can be referenced for a full background summary.	?	Р	Given that benzene and B(a)P exceed AAQC requirements under background conditions (as per the Early Works Air Quality Memorandum and the Exhibition Station Early Works - Draft Air Quality Early Works Report), this information should be included in the AQMF for consistency. At a minimum, a reference to the Memorandum should be included, as noted in Column F.	An AQMP is not available at this stage of assessment as detailed design and construction details needed to support AQMP development are not available at this time. Table 6-4 of the EWR notes a future commitment to complete an AQMP prior to construction.
14	Transportation Expansion Office in consultation with LeighFisher	Mitigation Measures	Draft AQ Memo, Attachment 1, Sec 2.1.1	Are the miligation measures included here required? If so, mitigation language should be revised to state "shall" to ensure compliance. Dust suppression techniques should also be included.	These are recommended miligation activities which should be employed in the vent of a monitored concedance of the specified decision making thresholds in Table 4. If these thresholds are breached during continuous real-time monitoring, then any combination of the proposed miligation measures will be required to be employed, as specified by the designated air quality specialist.	?	0	The miligation measures provided appear comprehensive, however, please confirm miligation measures stated as a "should" are enforceable as requirements, and are not to be taken simply as recommendations for ProjectCo to consider.	Early works contractor will be required to comply with all applicable regulations, including those pertaining to air quality, and apply mitigation measures necessary to achieve compliance.
15	Transportation Expansion Office in consultation with LeighFisher	Mitigation Measures	Draft AQ Memo, Attachment 1, Sec 2.1.2	Please specify maximum drop height and total height of stockpiles.	The drop height restriction is described on section 3.1.3. However, there is no recommended threshold for the maximum drop height and total stockplies height from the air emission perspective. So, as described these should be minimized as possible.	?	С		
16	Transportation Expansion Office in consultation with LeighFisher	Mitigation Measures	Draft AQ Memo, Attachment 1, Sec 2.1.3	Idling restrictions should also be required consistent with best practice.	Table 4-1 and Table 4-2 of the Air Quality Report note that idling restrictions will be applied during construction.	?	С		
17	Transportation Expansion Office in consultation with LeighFisher	Construction monitoring	Draft AQ Memo, Attachment 1, Sec 3.2	Please clarify if the recommendation is to set up one met station at each EW location (i.e. four total) or one single station for the whole project.	Meterological monitoring will not be required as part of the mitigation as air quality impacts from construction are not anticipated to affect local meterological conditions.	?	С		
18	Transportation Expansion Office in consultation with LeighFisher	Construction monitoring	Draft AQ Memo, Attachment 1, Sec 3.3	Since no AQ monitoring location is planned immediately around the East Harbour Station location, is there the potential that construction at this location takes place earlier than the neighboring locations and as such construction dust monitoring will not be in place in time?	Comments regarding the East Harbour early works will be responded to at a later date as all early works have been split into separate reports. East Harbour works will be documented under separate cover.	?	Р	Pending review of East Harbour Early Works report, once available.	Comment noted.
19	Transportation Expansion Office in consultation with LeighFisher	Construction monitoring	Draft AQ Memo, Attachment 1, Table 4	If the construction program is 12 months or less, silica analysis should be considered once a month, consistent with best practice, instead of once every 3 months as mentioned.	Comment noted.	?	С		
20	Transportation Expansion Office in consultation with LeighFisher	Mitigation Measures	Draft AQ Memo, Attachment 1, Table 6	Remedial actions should also be categorized by action levels. If action level 4 is reached, it suggests that whatever remedial actions already undertaken at previous action levels were not effective, and so additional remedial actions will be required.	Table 4-1 and Table 4-2 of the Air Quality Report note that Action Levels will be applied during construction.	?	С		
21	Transportation Expansion Office in consultation with LeighFisher	Air Quality Management Plan	Draft AQ Memo, Attachment 1, Table 6	Please confirm if this management plan will be implemented by the EPC Contractor and all roles and responsibilities mentioned are within the EPR Contractor's organization. If so, please clarify cross- organization responsibilities and reporting lines.	These details will be confirmed as Project planning and design progress.	?	С		
22	Transportation Expansion Office in consultation with LeighFisher	Introductory text	Draft N&V Report, Section 1, Introduction	It is noted this report only assesses construction noise and vibration effect for the early works. Confirm how operational impacts of early works will be assessed.	This report only addresses construction noise and vibration, operational noise and vibration are addressed under separate cover.	?	Р	Please clarify the title of the report that will address the operational noise and vibration impacts. Comment pending review of the appropriate report, once available.	The Environmental Impact Assessment Report will cover the operational noise and vibration impacts of the Project.
23	Transportation Expansion Office in consultation with LeighFisher	Construction noise methodology	Draft N&V Report, 4.2 Methodology, p. 14	Clarification on methodology used for noise modelling required. Per FTA manual, detailed construction noise analysis should, "Compare the combined Leq equipment (1hr) and the combined Left equipment 30-day for all equipment for each phase of construction determined. Then, identify locations where the level exceeds the criteria." Confirm if the above methodology was employed.	This method was not used as details regarding construction methodology have not yet been established. Construction noise levels (modelled from a list of construction equipment) were reviewed at the worst case representali	?	С		
24	Transportation Expansion Office in consultation with LeighFisher	Lakeshore East Joint Corridor Noise	Draft N&V Report, 4.6.1, and Table 4-7	Table 4-7 appears to indicate night time noise level criteria will be exceeded along the project Cooptint. Please revise below statement from the report to reflect nighttime noise level limit exceedance, in addition to daylime noise level limit exceedance. "The results in the above table [Table +7] indicate that predicted noise levels along the project footprint could be above the daytime noise level limit."	In updated revisions to the report, Lakeshore East early works have been removed from this report and will be published under separate cover however, this change will be addressed within the Lakeshore East Early Works Report.	?	Р	Pending review of the Lakeshore East Early Works report, once available.	Comment noted.

Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)	Actions 1/2/3 (Authors -)	Status O / P / C / D** (Reviewer)	Follow-up Comments (Reviewer)	Response & Details (Authors -)
25	Transportation Expansion Office in consultation with LeighFisher	Vibration Impacts	Draft N&V Report, 4.6.2, Vibration Impacts		Mapping has been updated including the project footprint. In updated revisions of the report, mapping has been moved to the main body of report as Figure 5-3 and 5-6.	?	0	Please clarify where updated mapping can be found. Figure 5-3 and Figure 5-5 in the Draft Early Works Report - Ontario Line Exhibition Station Early Works report display the surficial geology and the bed rock geology within the Exhibition Station soil and groundwater study area, respectively. Note: the reference in Column E should be to Appendix D of the previously reviewed report titled Appendix D4 - Notes and Vibration Early Works Report (dated June 2007). The Exhibition Station Vibration Assessment Map previously provided in this reference Appendix (Appendix D4) assessment Map previously provided in this relation. Appendix (Appendix D4) assessment Map in the Market Mar	Please refer to Figure 5-11 and of the EWR, and Figures 5-1 and 5-2 of Appendix A3.
26	Transportation Expansion Office in consultation with LeighFisher	General Construction Vibration Mitigation Measures	Draft N&V Report, 5.1.2, Construction Vibration		Acknowledged, the suggested text has been incorporated with other best practice measures where appropriate.	?	Р	Noted that suggested text, as appropriate, added to Exhibition Station Early Works report. Pending review of the reports prepared for the remaining three Early Works sites.	Comment noted. Reports for the remaining early works sites are being developed and will be made available in the coming months.
ADDITION	IAL COMMENTS	(DECEMBER 2020)							
27	Transportation Expansion Office	General	General		Comment noted. Early Works Reports for the remaining early works segments are being developed and will be provided to the City in the coming months.				

To: <u>Julia.Murnaghan@toronto.ca</u>

Cc: James Francis; Maria Zintchenko; Rodney Yee; Merlin Yuen; Crystal Ho
Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:27:53 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice JMurnaghan.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR is available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

Metrolinx

To: Richard.Borbridge@toronto.ca

Cc: James Francis; Merlin Yuen; Maria Zintchenko; Rodney Yee; Crystal Ho
Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:28:27 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice RBorbridge.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

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Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

Metrolinx

From: Merlin Yuen

Sent: November-27-20 11:43 PM **To:** 'Julia.Murnaghan@toronto.ca'

Cc: James Francis; Maria Zintchenko; Crystal Ho; Stella Gustavson **Subject:** RE: OL - EWR and Discipline Reports - Comment Rsponses

Good evening Julia,

Please see attached comment responses for the following set of comments:

- City of Toronto comments on Air Quality, Noise and Vibration, Traffic, and Natural Environment from City Planning, Toronto Fire Services, Parks Forestry and Recreation, Transit Expansion Office, Toronto Public Health, dated July 3 and July 14, 2020 (two circulations);
- City of Toronto comments on the Drat Early Works Cultural Heritage Report, Draft Early Works Report, from City Planning, Parks Forestry and Recreation, Transit Expansion Office, and Toronto Fire Service, dated July 7, 2020;
- City of Toronto comments on Early Works Traffic, dated July 17, 2020;
- City of Toronto comments on the Draft Heritage Detailed Design Report, dated November 17, 2020.

Note that we have combined all comment sheets into one spreadsheet with separate tab per report/City department. Please review and let us know if any questions on our responses, or if there are any additional comments. All additional comments provided by the City will be addressed through the 30-day public review period.

Have a great weekend,

MERLIN YUEN

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



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Item No.		Description (Ket# to	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	City Planning	Lower Don Bridges HDDR	General	Heritage Planning staff have reviewed the Lower Don Bridges HDDR and have no concerns with the findings/proposed mitigation measures.	Acknowledged.
2	City Planning	Exhibition Early Works HDDR	General	Heritage Planning staff have reviewed the Exhibition Early Works HDDR and, on the understanding that a subsequent report will be prepared for the Exhibition Station South Civils works, have no concerns with the findings/proposed mitigation measures. The report should acknowledge that follow-on works at Exhibition Station will potentially have impacts to the other heritage buildings listed in this report (i.e. buildings identified as having heritage value aside from 1 Attantic Avenue) rather than saying there is no impact; it is odd to ignore this knowing that the early works are directly inked to future works that are part of the same project which are currently planned to impact these buildings. The City agrees with the detailed documentation and commemorative signage proposed for 1 Atlantic Avenue in the mitigation measures.	Comment noted, in the revised report, it is noted that follow-on works at Exhibition Station may have potential impacts to other heritage buildings listed in this report and will be assessed under separate cover.

* Actions: ** Status: Review Comments Spreadsheet 1 = Will comply O = Open, not resolved 2 = Discuss, clarification required P = Pending incorporation in design Ontario Line - City of Toronto Early Works Report Comments 3 = Not applicable because C = Closed, implementation complete **Project Name: Ontario Line** Revised By: Project No: Date In: Date Out: **Draft Traffic Memo (Early Works)** Part, Chapter, Sec, Response & Details Description **Reviewer Name Review Comment** Item No. Subsec, page, DWG# (Authors -) Reconfirm the intended scope of the traffic and transportation memo. The existing conditions transportation memo should describe and document the baseline usage and performance of the transportation network for all modes in the study area; this transportation system. Provide vehicular, transit, pedestrian and report is limited to describing the physical conditions of the Works project footprints expected to result from the Early Works activities. cyclist volumes using each transportation link described in the Metrolinx proceeded with available existing conditions information while Draft Traffic and report, particularly at locations that may be disrupted during City Planning General considering project schedule, limited raw data received from the City, and Transportation Memo construction and/or permanently altered as a result of the COVID-19 restrictions. As project planning progresses, further project. Provide transportation analysis demonstrating the quantitiative assessment will be completed related to the Early Works baseline performance of the transportation network. Without this areas, to be shared with the City information it is difficult to determine appropriate impacts to users of the transportation network or appropriate mitigation measures, monitoring programs, and future commitments. The transportation memo does not appear to achieve the purpose stated in Section 1.1. Confirm service headways for all transit routes and ensure that The service headways during the AM and PM peak hours were obtained they reflect normal planned operating conditions. The peak from the TTC website (For example, for the 504 King Streetcar: period service headways stated in the report for transit routes http://www.ttc.ca/Routes/504/Eastbound.jsp). These reflect the current appear to reflect the reduced level of service being provided Draft Traffic and 2 City Planning General service headways which, as mentioned, might be impacted by the COVID-Transportation Memo during the COVID-19 pandemic. This will result in understated 19 pandemic. The current TTC website does not have 'regular' impacts to transit riders if not corrected. For example, the 504 headways, which are not impacted by COVID-19. Metrolinx would King streetcar route normally operates at 2 minute headways in appreciate any information the City can provide with regards to this data. the peak period. Correct references to unposted speed limits throught the report. The legal speed limits were checked online using the same suggested which currently indicates in several places that the assumed reference (https://www.toronto.ca/legdocs/municode/toronto-code-950speed limit of unsigned streets is 50 km/h. Note that the City of 35.pdf) in preparing the memorandum. The unsigned streets namely, Toronto has reduced the general speed limit on many arterial Carlaw Avenue and Logan Avenue, are not part of the roadways that had Draft Traffic and 3 City Planning roads to 40 km/h, especially within the old City of Toronto and their speed limits reduced from 50 km/h to 40 km/h as part of Vision Zero General Transportation Memo East York boundaries. Legal speed limits for all streets can be in 2019. The following source was used in identifying the roads that checked online in the Municipal Code here: witnessed a speed limit reduction: https://www.toronto.ca/serviceshttps://www.toronto.ca/legdocs/municode/toronto-code-950payments/streets-parking-transportation/road-safety/vision-zero/safety-35.pdf measures-and-mapping/

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Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
4	City Planning	Draft Traffic and Transportation Memo	Section 2.1, Page 9	Roads: Gardiner Expressway is missing from the list of roads in the area, and may be impacted by the project. Include planned but unbuilt roads such as Liberty New Street, as the the impacts and mitigation measures for this will need to be addressed in the report.	Gardiner Expressway is not expected to be impacted by the Exhibition Station early works. Based on information collected from the City's website, Liberty New Street (source: https://www.toronto.ca/community-people/get-involved/public-consultations/infrastructure-projects/libertynewst/) does not have a schedule for construction yet and hence was not included in the list of roads.
5	City Planning	Draft Traffic and Transportation Memo	Section 2.1, Page 9 Figure 3-1, Page 10	Transit: Indicate that 511 Bathurst streetcars are normally routed to serve Exhibition loop. Correct the Harbourfront and King streetcar route numbers indicated in the map legend.	Noted, the 511 Bathurst streetcars will be described in Table 2-1 and presented in Figure 3-1. The route numbers in the map legend will be amended.
6	City Planning	Draft Traffic and Transportation Memo	Section 2.1, Page 11	Pedestrians: Include a key connection in the pedestrian network, which is the opportunity for pedestrians to cross from Liberty Village to Exhibition Place through the station.	Noted, the pedestrian connection through the station tunnel will be described in the updated memorandum
7	City Planning	Draft Traffic and Transportation Memo	Figure 3-2, Page 12	Contrary to what is indicated in the memo and shown on the map, on-street bicycle infrastructure does exist on Dufferin Street, Saskatchewan Road, and Princes Boulevard within Exhibition Place.	The memo and specifically Figure 3-3 does not show on-street bicycle facilities on Dufferin Street, Saskatchewan Road, and Princess Boulevard. On-street bike facilities refer to a bike lane or cycle track. However, minor multi-use pathways are presented which do exist at the noted locations.
8	City Planning	Draft Traffic and Transportation Memo	Section 2.2, Page 14	Transit: Include GO buses that use the Don Valley Parkway.	Noted, the GO buses that use the Don Valley Parkway will be described and presented in Figure 3-4 in the updated memorandum.
9	City Planning	Draft Traffic and Transportation Memo	Figure 3-5, Page 16 Figure 3-8, Page 22	Include the critical pedestrian/cycling connection connecting Mill Street to the Lower Don Trail through Corktown Common and under the Richmond Hill GO corridor, which is missing from the map.	The noted trail, classified as "recreational trail", is presented in Figure 3-5 as a pedestrian facility. The connection to the Lower Don Trail includes a staircase which is why it's not displayed as a cycling facility.

Review Comments Spreadsheet Ontario Line - City of Toronto Early Works Report Comment				* Actions:	** Status:
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10	City Planning	Draft Traffic and Transportation Memo	Figure 3-6, Page 19	Idoes not operate on Cilieen Street of Broadview Avenue solito	Noted, the 505 Dundas street route will be updated in Figure 3-6 in the updated memorandum
11	City Planning	Draft Traffic and Transportation Memo	Section 3.1, Page 29	extent of disruptions to roads, sidewalks, bike lanes, and property accesses. Such measures could include a lane rental system or door closure charges.	Contractual financial incentives for contractors are not typical mitigation measure proposed within the environmental assessment process. Metrolinx is committed to maintaining traffic flow for all road users where possible and will apply a construction traffic management plan, among other mitigation measures, to ensure disruptions to traffic are minimized to the extent possible.
12	City Planning	Draft Traffic and Transportation Memo	Section 3.2, Page 31		Comments regarding the Lower Don Bridges early works will be responded to at a later date as Lower Don Bridges early works scope has not been confirmed.

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Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	Toronto Fire Services	Traffic Mitigation Measures	Design Brief, Section 3 (pages 35-52)	The Design Brief document refers to mitigation measures for traffic/auto and makes reference to developing a Traffic Management Plan, to address issues related to travel and impacts of potential road restrictions/closures in and around each early works site. The description of potential impacts should be expanded to refer specifically to ensuring emergency access is maintained at all times. Responding emergency vehicles are unique users of the roadway and can have different needs/requirements than most other users and should be addressed separately.	Noted. Potential impacts to emergency vehicles will be reviewed and noted in the revised memorandum, and potential mitigation measures will be suggested at a high level, if/where required. The future Traffic Management Plan will address the specific needs of emergency services, including accessibility, once construction staging and road closures are confirmed.

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Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	City Planning	Draft Natural Environment Report		Confirm whether the implementation of all mitigation measures identified in the report will be placed on the successful proponent as a contractual obligation. Confirm who will monitor and ensure that mitigation measures and monitoring protocols will be followed.	Mitigation measures identified through the Early Works Repor will be carried through to contractual language to be implemented by the successful proponent. Metrolinx will monitor compliance during the construction stage.
2	City Planning	Draft Natural Environment Report		Confirm whether the Don River crossing is anticipated to place any new structures such as piers or columns into the river that may alter flooding in the Don River valley. There does not appear to be any discussion in the report about impacts to flooding.	The Lower Don Bridges early works have been placed under separate cover in updated revisions of this report. However, information regarding hyrdrology and surface water will be added to the Lower Don Bridges Early Works Report.
3	City Planning	Draft Natural Environment Report	General	Confirm whether the cumulative effects to the natural environment from multiple crossings of the Lower Don River immediately adjacent to each other will be studied (e.g. the existing rail bridge spans, two new Ontario Line bridges, various operational and decommissioned utility bridges), and whether there would be benefits to the natural environment and reduced flood risk from the consideration of an integrated crossing solution. Benefits of an integrated crossing to the natural environment (including flood risks in the Lower Don River valley) should be documented, along with any countervailing reasons if such a solution is not technically preferred.	The Lower Don Bridges early works have been placed under separate cover in updated revisions of this report. Response to this comment will be revisited as the Lower Don Bridges Early Works Report is released.

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1	Urban Forestry		Parks - Moss Park	All mitigation measures will be explored to minimize the project impacts to this site.	Metrolinx is committed to minimizing impacts to parkland wherever possible and will explore all options to minimize project impacts to Moss Park. As project planning and design progresses, any impacts identified to Moss Park will be documented within the Environmental Impact Assessment Report and appropriate mitigation will be prescribed.
2	RNFP		draft EPR - general	Submit a Natural Heritage Impact Study	Natural heritage impacts will be documented as part of the Environmental Impact Assessment Report, under separate cover.
3	RNFP			Metrolinx must apply for and obtain a permit from RNFP for any trees/vegetation/soil impacts regulated under Bylaw 658 on city and private lands.	Metrolinx will continue to engage with the City of Toronto as project planning and design progress, including with regard to tree injury/removal permits as required.
4	Urban Forestry		Natural Environment Early Works - Section 6 - permit requirements - table 6-1	Under Municipal, add Bylaw 813, 658 and 608 in table 6-1. Revise and add text sections accordingly in section 6.	As noted in Table 6-1 the activities at the Exhibition Station early works study area are not within the City of Toronto NHS or RNFP policy areas. Compensation for tree removal on private/city lands will follow the Metrolinx Vegetation Guideline (2020), which notes that compensation for trees on private/city lands will follow all applicable bylaws and regulations.

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1	Toronto Fire Services			No comments at this time.	Acknowledged.

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Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	City Planning	Draft Noise & Vibration Report	General	Confirm that proponents would be contractually obligated to adhere to the noise and vibration limits identified in the report, and that proponents would be required to model the noise and vibration impacts of their proposed solution and construction method for the evaluation of proposals. Confirm what party would be responsible for ensuring and monitoring that mitigation measures are being implemented. Despite the exemption provided to government work in noise by-laws, confirm that limiting the time and duration of construction activities can be considered as an appropriate mitigation measure in the development of a noise and vibration management strategy. Confirm that the cumulative effects of noise and vibration will be taken into account in crafting mitigation measures (e.g. where there are a large number of sensitive noise and vibration receptors such as in the Lakeshore East Joint Corridor).	The construction contract will have noise and vibration limits as per Metrolinx standards. The proponent will work with Metrolinx to ensure that mitigation
2	City Planning	Draft Noise & Vibration Report	Section 4	Identify the sensitive noise and vibration receptors indicated in the tables by their land use or building use.	Land use associated with each receptor is documented in Tables 5-1 and 5-2
3	City Planning	Draft Noise & Vibration Report	Appendix B	Ensure that the study area has been appropriately defined to capture the extent of potential noise and vibration impacts arising from construction. We are concerned that the study area has been too narrowly delineated with respect to the anticipated extent of the impacts, particularly around the Lakeshore East rail corridor segment where residential homes fronting onto Booth Avenue, in direct line of sight from construction activities, have been excluded from the study area.	extent allow for flexibility in modifications to the alignment.

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Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	Transportation Expansion Office in consultation with LeighFisher	Introductory text	Section 1, Introduction	It is noted this report only assesses construction noise and vibration effect for the early works. Confirm how operational impacts of early works will be assessed.	This report only addresses construction noise and vibration, operational noise and vibration are addressed under separate cover.
2	Transportation Expansion Office in consultation with LeighFisher	Construction noise methodology	4.2 Methodology, p. 14	Clarification on methodology used for noise modelling required. Per FTA manual, detailed construction noise analysis should, "Compare the combined Leq equipment (1hr) and the combined Ldn equipment 30-day for all equipment for each phase of construction determined. Then, identify locations where the level exceeds the criteria." Confirm if the above methodology was employed.	This method was not used as details regarding construction methodology have not yet been established. Construction noise levels (modelled from a list of construction equipment) were reviewed at the worst case representative receptor locations surrounding the construction sites using the Leq8hr criteria that has been used on previous Metrolinx projects. Note that a screening map will be added to the reporting.
3	Transportation Expansion Office in consultation with LeighFisher	Lakeshore East Joint Corridor Noise	4.6.1, and Table 4-7	Table 4-7 appears to indicate night time noise level criteria will be exceeded along the project footprint. Please revise below statement from the report to reflect nighttime noise level limit exceedance, in addition to daytime noise level limit exceedance. "The results in the above table [Table 4-7] indicate that predicted noise levels along the project footprint could be above the daytime noise level limit"	

* Actions: ** Status: **Review Comments Spreadsheet** 1 = Will comply O = Open, not resolved Ontario Line - City of Toronto Early Works Report Commen 3 = Not applicable because 2 = Discuss, clarification required P = Pending incorporation in design C = Closed, implementation complete **Project Name: Ontario Line** Revised By: **Project No:** Date In: OL EW Draft Noise & Vibration Report.pdf **Date Out:** Part, Chapter, Sec, Subsec, Response & Details **Reviewer Name** Description **Review Comment** Item No. page, DWG# (Authors -) Report states: "As the project footprints are not finalized: the number of locations predicted to have vibration levels in excess of the City of Toronto prohibited limit, and the screening limit may change. Also, the number of structures within the project footprint may change. As a result, a full list of locations along the project footprint that require monitoring or subsequent review is too Transportation preliminary at this stage. Mapping provided in Appendix B4 can Mapping has been updated including the project footprint. In Expansion Office in 4.6.2, Vibration Impacts be used to further develop the design plans to decrease the updated revisions of the report, mapping has been moved to the 4 Vibration Impacts consultation with vibration impacts of the Early Works construction." main body of report as Figure 5-3 and 5-6. LeighFisher Confirm if the mapping provided in Appendix B4 could be used to indicate sensitive areas which require further assessment should the area be selected as part of the project footprint. Consistent with best practices, this report should give an indication of areas that will likely be impacted if in the vicinity of any project works. Given that vibration impacts are predicted, best practice construction vibration mitigation measures recommended by the FTA should be included in the report, such as: *routing heavily-loaded trucks and equipment away from residential streets and vibration-sensitive sites; Transportation **General Construction** Expansion Office in *managing the sequence of construction phases such as Acknowledged, the suggested text has been incorporated with 5 Vibration Mitigation 5.1.2, Construction Vibration consultation with demolition, earth-moving, and ground-impacting operations so as other best practice measures where appropriate. Measures LeighFisher not to occur in the same time period and avoiding night-time activity; *employing alternative construction methods. Relevant location for the application of these measures can be refined during the design phase.

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1	Toronto Fire Services			No comments at this time.	Acknowledged.

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Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	Toronto Public Health		4.2.1, pg. 14	the report indicates that the timing of construction has not been finalized and there is potential for nightime work, as such, activities that can generate noise in excess of established limits should be scheduled for day time when possible	Metrolinx is committed to reducing noise and vibration impacts within communities. Activities that generate noise in excess of criteria limits will be scheduled for daytime work where possible, as noted in Table 6-1.
2	Toronto Public Health		5.1, pg. 19	the report indicates the potential for noise and vibration exceedences at several locations within the project area. It further notes that mitigation measures will be further refined as the project proceeds. At locations where the exceedences might occur near sensitive receptores, consideration should be given to noise monitoring at receptors points, development of noise complaints response protocols, and the development of communication strategy with the adjacent community. All mitigation measures should be considered to ensure noise and vibration impacts are minimized to below the acceptable exposure limits	Section 6 includes mitigation and monitoring recommendations and requirements and in particular: monitoring at locations where there are persistent complaints, continous noise monitoring where noise limits are predicted to be exceeded and development of a

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Item No.	Reviewer Name	l Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	LAU		General		The Lower Don Bridges early works have been placed under separate cover in updated revisions of this report. Response to this comment will be revisited as the Lower Don Bridges Early Works Report is released.

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Ontario	Lille - City of 1	Ordino Early Wo	iks neport com	3 = Not applicable because	C = Closed, implementation complete
			Project Name:	Ontario Line	Revised By:
			Project No:		Date In:
				Draft Air Quality Memo (Early Works)	Date Out:
Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	City Planning	Draft Air Quality Memo	General	Confirm that proponents would be contractually obligated to adhere to the air quality limits identified in the report, and that proponents would be required to model the air quality impacts of their proposed solution and construction method for the evaluation of proposals. Confirm what party would be	Proponents will not be contractually obligated to adhere to the air quality limits identified in the report, as for certain contaminants background air quality levels are already higher than these same limits, making adherence impossible. Proponents will be required to follow mitigation outlined in Table 6-1, under Construction Air Quality which include Environment Canada's Best Practices for the Reduction of Air Emissions from Construction and Demolition Activities (2005), and MECP's Technical Bulletin Management Approaches for Industrial Fugitive Dust Sources.

* Actions: ** Status: **Review Comments Spreadsheet** 1 = Will comply O = Open, not resolved 2 = Discuss, clarification required P = Pending incorporation in design Ontario Line - City of Toronto Early Works Report Com 3 = Not applicable because C = Closed, implementation complete **Ontario Line Project Name:** Revised By: Project No: Date In: OL_EW_Draft Air Quality Memo.pdf **Date Out:** Part, Chapter, Sec, Response & Details **Reviewer Name** Description **Review Comment** Subsec, page, DWG# (Authors -) Item No. A 500-metre buffer was added to the identified project footprint of each Early Works scope item. The distance of the 500 metre Transportation buffer was based on guidance provided in the Ministry of Transportation, Environmental Guide for Assessing and Mitigating Expansion Office in Methodology Fig 1-1 to 1-4 Please explain how the Air Quality Study Area was established. consultation with the Air Quality Impact and Greenhouse Gases of Provincial LeighFisher Transportation Projects (Ministry of Transportation, 2020) which states that for major roads, a distance of 500 m is expected to capture the maximum pollutant concentrations. Transportation The AAQC PM2.5 standard (30 ug/m3 for a 24-hour averaging Expansion Office in 2 AQ Guidelines Table 2-1 Why is the AAQC PM2.5 standard not included? period) is less stringent than it's CAAQS counterpart 27 ug/m3 for consultation with a 24-hour averaging period, after 2020. LeighFisher Transportation Expansion Office in Why isn't the Gardiner Expressway or Liberty Street West 2019 Table 3-3 updated with Liberty Street West 2019 AADT data. Not 3 Background Traffic Data Table 2-5 consultation with AADT bus data available/included? available for Gardiner Expressway. LeighFisher Sensitive receptors include all residential and residential combination zoning (e.g. commercial residential, etc.). Critical Please define a Sensitive and a Critical receptor and distinguish receptors include land use where it is reasonably expected that Transportation Expansion Office in between the two. Also, please clarify the definition of potential high-risk populations spend extended periods of time in these 4 Methodology Sec 3, Table 3-7 consultation with impacts. locations (i.e. schools, day cares, hospitals, nursing or long-term LeighFisher care homes, etc.). The potential impacts are treated the same between the two types of receptors, however critical receptors are marked with high priority for maintaining air quality levels. Please clarify whether construction of the four EW locations will In updated revisions of the report, all early works have been split Transportation overlap (even if just a portion). If any overlap, a combined phase into separate reports. Note that the only overlap in study area is Expansion Office in 5 Construction timeline Sec 3 impact assessment should be conducted in addition to the Lakeshore East (overlapping with GO Expansion), for which a consultation with location-specific assessment. This is particularly important for joint noise and vibration assessment will be undertaken for GO LeighFisher receptors that fall within multiple Study Areas. Expansion and Ontario Line operations. Transportation Including additional contaminants from the MTO Guidance does Please include other contaminants of concern as included in Expansion Office in Air Quality Management not have direct bearing on the contents of the AQMP. If required, 6 Attachment 1, Table 2 Table 2-4 of the main memo. In particular benzene and B(a)P consultation with Plan the AQEW Memorandum can be referenced for a full background when they exceed AAQC standards. LeighFisher summarv.

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Remedial actions should also be categorized by action levels. If

Table 4-1 and Table 4-2 of the Air Quality Report note that Action

Levels will be applied during construction.

action level 4 is reached, it suggests that whatever remedial

actions already undertaken at previous action levels were not

effective, and so additional remedial actions will be required.

Transportation

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consultation with

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Mitigation Measures

Attachment 1, Table 6

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Ontario	Line - City of T	oronto Early Wo	ke Banart Cam	2 = Discuss, clarification required	P = Pending incorporation in design
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			Project Name:	Ontario Line	Revised By:
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Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)

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			Project Name:	Ontario Line	Revised By:
			Project No:		Date In:
				Draft Air Quality Memo (Early Works)	Date Out:
Item No.	Reviewer Name		Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	Toronto Public Health		Table 2.4	comparison of background AQ data to applicable standards and guidelines indicates that air quality in the project area is already impacted. Specifically, there are exceedances of standards for NO2, benzene, and B(a)P. As such, all efforts must be made to minimize additional AQ impacts in the area near sensitive receptors	Comment noted.
2	Toronto Public Health		AQMP, Table 1	Table 1, Applicable Regulations and Guidelines should include the CCME CAAQS	Reference to the CAAQS in Section 2.2.1 has been added.
3	Toronto Public Health		AQMP, Table 2	Table 2 should include all contaminants of concern that are recommended in the MTO Guideline	All contaminants of concern are listed in Section 2.1.2 of the Air Quality Report.
4	Toronto Public Health		AQMP, sec. 3 AQ monitoring plan	For the AQ monitoring consider developing decision-making thresholds with shorter averaging periods that would allow site managers to monitor site conditions and respond to potential issues in real time. In addition, consider monitoring for NO2. NO2 emissions are often associated with the use of combustion equipment and they can already exceed health-based thresholds in the study area. Complaint response protocols should be developed to respond to any potential issues that might come up.	The monitoring is suggested to be based on the rolling average of collected data with the logging interval of 15-min or shorter. Therefore, the values will be updated at least every 15 min and in case of the an elevated concentrations a notification will be issued within a short period to the lead environmental superintendent. Although vehicle exhausts from construction activities are sources of NO2 emission, previous experience indicates that following the proposed mitigation measures, their contributions to the overall NO2 concentrations in the area would be minimal. Considering the available monitoring technologies, there is no accurate portable monitoring system that could measure NO2 concentrations to the level that is suitable for identifying the elevated concentrations due to construction vehicles considering the existing background.

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Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	TFS			No comments at this time.	Acknowledged.

* Actions: ** Status: Review Comments Spreadsheet 1 = Will comply O = Open, not resolved 2 = Discuss, clarification required P = Pending incorporation in design Ontario Line - City of Toronto Early Works Report Comments 3 = Not applicable because C = Closed, implementation complete **Project Name:** Ontario Line Revised By: Date In: Project No: **Draft Early Works Report** Date Out: Response & Details **Reviewer Name** Description Part, Chapter, Sec. Subsec. page, DWG# **Review Comment** (Authors -) Item No. Ensure that the study area has been appropriately defined to account for the potential environmental impacts of the project. We are concerned that the study area has been too narrowly delineated with respect to the anticipated The study area varies for each discipline. The assessment City Planning, Draft Early 1 Transit extent of the impacts, particularly along the Lakeshore East rail corridor, limits/study area will be clarified in the revised report in Table 4-1. Page 7, Figure 1-1 Works Report Implementation where some residential homes with direct line of sight to the construction have been excluded from the study area (e.g. homes fronting on Booth Avenue in front of Jimmy Simpson Park). Confirm the Early Works construction footprint of Exhibition Station. The City Planning, Project footprint for the Exhibition GO early works have been Draft Early Early Works footprint shown on this map is not consistent with the extent of 2 Transit Page 11, Figure 1-2 revised since the first draft circulated to the City and footprint Works Report early works described at a meeting on June 18, 2020, which included a Implementation shown in the revised reports is most up-to-date. launch site and emergency exit building in Ordnance Park. City Planning, Draft Early Update the discussion on the 2014 Provincial Policy Statement, which is now out This has been updated in the revised report to reference the 2020 3 Transit Page 15, Section 2.2.1.1 Works Report of date, to reflect the 2020 version. Implementation Correct the discussion on the Growth Plan: it does not describe Downtown City Planning, Draft Early This has been updated in the revised report to describe GO lines 4 Transit Page 16, Section 2.2.1.2 Toronto as a priority transit corridor, but rather the GO lines and subway lines Works Report and subway lines as priority transit corridors. Implementation within Downtown. Correct references to planning area boundaries in the report. The East Harbour City Planning, Station is within the boundaries of the Unilever Precinct Secondary Plan, adopted The East Harbour early works have been placed under separate Draft Early 5 Transit Page 18, Section 2.2.2.1 by City Council in 2018. The Lower Don Crossing is partially within the boundaries cover in updated revisions of this report and as such, this reference Works Report Implementation of the Downtown Plan and the Unilever Precinct Secondary Plan, in addition to the has not been included. King-Parliament Secondary Plan. City Planning, Alterations to the Richmond Hill GO line are not anticipated as part Confirm whether the Ontario Line portals and any alterations to the Richmond Hill Draft Early 6 Transit Page 20, Section 3.2 of the Lower Don Bridges early works. Works Report GO line are part of the early works. Implementation Ensure all approved plans related to the Eastern Avenue bridge are captured in East Harbour Station is no longer being captured City Planning, the discussion. The Eastern Avenue bridge is also subject to the Port Lands and under this report. This comment will be revisited if Draft Early 7 Transit Page 21, Section 3.3.1.3 South of Eastern Transportation and Servicing Master Plan EA. The new span Works Report future East Harbour studies are required for early Implementation must accommodate the widened right-of-way and new cross-section approved by City Council in adopting Phases 1 & 2 of that EA. East Harbour Station is no longer being captured Note in the document that the interim service road will be subject to removal City Planning, under this report. This comment will be revisited if Draft Early and/or reconfiguration when the lands to the north side of the rail corridor are 8 Transit Page 21, 3.3.1.4 Works Report developed, and access to the station should be integrated with the streets and future East Harbour studies are required for early Implementation blocks plan of the development. works. City Planning, Correct the references to Official Plan land use designations, noting that "Rail Draft Early 9 Page 85, 95 Transit This will be updated in the revised report. Works Report Corridor" is not a land use designation in the Official Plan. Implementation Ensure consistency in the description of environmental conditions in the report. City Planning, The revised report will include clarification language regarding the

The descriptions of environment conditions are inconsistent with some describing

the area while otherse are limited to the project footprint. This should extend also

to adjacent areas beyond the footprint that may be impacted by the project.

environmental conditions study area and the Early Works project

footprint/study areas.

Draft Early

Works Report

Section 4.5

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* Actions: 1 = Will comply

** Status: O = Open, not resolved

Ontario Line - City of Toronto Early Works Report Comments

Project No:

2 = Discuss, clarification required 3 = Not applicable because

P = Pending incorporation in design C = Closed, implementation complete

Project Name: Ontario Line

Revised By: Date In:

Draft Early	v Works Report	Date Out:

				Draft Early Works Report	Date Out:
Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
11	City Planning, Transit Implementation	Draft Early Works Report	Page 88, Section 4.5.2.1.3	Include a proper public realm description for the Lower Don Crossing, as there is existing the planned public space intersecting and adjacent to the project footprint, accessible from Corktown Common and the Lower Don Trail. Public realm characteristics by definition cannot be described as being similar to the built form characteristics.	This will be updated in the revised report.
12	City Planning, Transit Implementation	Draft Early Works Report	4.5.4.1.1	Correct the description for Queen Street East; it is not a gateway into the East York community, but rather into Leslieville and the Beach neighbourhoods of old Toronto.	This will be updated in the revised report.
13	City Planning, Transit Implementation	Draft Early Works Report	4.7.2	Note that the Lower Don River archaeology would be contained in the South Archaeological Assessment Phase 1 report, not the North report.	This will be updated in the revised report.
14	City Planning, Transit Implementation	Draft Early Works Report	4.8.1.2	Add reference to the 29 Dufferin bus which is missing from this analysis. A branch of this route serves Exhibition Place and travels along Manitoba Drive.	This will be updated in the revised report.
15	City Planning, Transit Implementation	Draft Early Works Report	4.8.1.3	Should the report be expanded to include the Ordnance Park as an early works site, the cycling infrastructure should include the Fort York pedestrian/ cycle bridge and related infrastructure connections. The waterfront Martin Goodman Trail also travels immediately south of Exhibition Place along Lake Shore Boulevard.	Ordnance Park is outside the study area of the Exhibition Station early work and as such, has not been included within the report.
16	City Planning, Transit Implementation	Draft Early Works Report	Page 122, Figure 4-23	Correct the map which is missing the Fort York pedestrian/cycle bridge and associated connections between Wellington Street and Garrison Road as an existing pedestrian route.	The Fort York Pedestrian/Cycling bridge is outside the Exhibition Station early works study area and as such, has not been included.
17	City Planning, Transit Implementation	Draft Early Works Report	Page 123, Figure 4-24	Correct the map which is missing the Fort York pedestrian/cycle bridge and associated connections between Wellington Street and Garrison Road as an existing cycling route. Bike lanes on Princes Boulevard and Saskatchewan Road are missing from the map.	The Fort York Pedestrian/Cycling bridge is outside the Exhibition Station early works study area and as such, has not been included.
18	City Planning, Transit Implementation	Draft Early Works Report	Page 133, Figure 4-29	Correct the map which is missing a critical cycling connection from the intersection of Bayview Avenue and Mill Street, through Corktown Common, under the Richmond Hill GO corridor, connecting to the Lower Don Trail.	This will be updated in the revised report.
19	City Planning, Transit Implementation	Draft Early Works Report	Page 163, Table 5-4	Confirm whether the removal of vegetation communities includes vegetation currently along the rail embankment, and whether mitigation will consider replacing this vegetation for ecological and visual reasons.	Vegetation clearing can encompass any and all of the vegetation within the Project Footprint including hedgerows and other vegetation communities along the rail corridor. Metrolinx will compensate for tree removals undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).
20	City Planning, Transit Implementation	Draft Early Works Report	5.4.1	For ease of reference, indicate in each table what the sensitive receptor being measured to is (e.g. what the sensitive use in each building or property is).	The receptors will be identified by land or building use in the revised report.

* Actions: ** Status: Review Comments Spreadsheet 1 = Will comply O = Open, not resolved 2 = Discuss, clarification required P = Pending incorporation in design Ontario Line - City of Toronto Early Works Report Comments 3 = Not applicable because C = Closed, implementation complete **Project Name:** Ontario Line Revised By: Project No: Date In: **Draft Early Works Report** Date Out: Response & Details **Reviewer Name** Description Part, Chapter, Sec, Subsec, page, DWG# **Review Comment** (Authors -) Item No. Noise and vibration limits will be included as part of contract Provide an opinion whether the mitigation measures proposed can be expected to documents. Metrolinx will work with contractors to ensure that bring noise and vibration levels within acceptable limits. Confirm that a method of City Planning, committed mitigation measures are implemented. Mitigation is Draft Early constructing the project exists that can bring noise and vibration levels within 21 Transit Page 207-211, Table 5-14 determined based on worst case receptor locations not on the acceptable limits. Confirm number of buildings/homes affected by the "zones of Works Report Implementation basis of the number of affected properties, however figures for both influence" for each early works area (and estimated population or number of noise and vibration will be provided in the updated report from workers if available). which numbers of buildings may be identified. Mitigation regarding AODA-compliant walkways and parallel transportation connections will be added to the revised report. Include social equity impacts and mitigation measures (i.e. whether certain Review of impacts to human environments from a gender and communties experiencing social inequality are impacted greater). Walkways musi City Planning, equity lens are not typically included within provincial environmental be universally accessible AODA-compliant even during construction. For Draft Early 22 Transit Page 213-215, Table 5-15 assessment processes. Ontario Line impacts are being assessedin Works Report transportation networks, ensure that two parallel collector/arterial routes are not Implementation accordance with O. Reg. 341/20 under the Environmental closed at the same time, and transit diversions do not affect two parallel transit Assessment Act. The applicable imapct assessment framework routes at the same time. does not have a requirement for transit project evaluation through an equity and gender lens. Financial incentives are not typically included as mitigation measures in environmental assessment documents, and as such. City Planning. Draft Early Include financial incentives in the construction contract to minimize the duration of have not been included. Metrolinx remains committed to reducing 23 Transit Page 216, 5.5.1.1 Works Report access being restricted to driveways and building entrances. impacts to the traffic and transportation network during construction Implementation and will ensure appropriate traffic management plans are developed prior to construction to manage impacts. Financial incentives are not typically included as mitigation measures in environmental assessment documents, and as such. City Planning. Include financial incentives in the construction contract to minimize the duration of Draft Early have not been included. Metrolinx remains committed to reducing 24 Transit Page 216-217, 5.5.1.2, Page 231, 5.8.1.1 road/lane closures (e.g. lane rental system with sufficiently high lane occupancy Works Report impacts to the traffic and transportation network during construction Implementation and will ensure appropriate traffic management plans are developed prior to construction to manage impacts. Public realm impacts such as construction activities potentially Public realm impacts should include construction activity potentially disturbing disturbing streetscape materials, furniture, and landscaping have streetscaping materials, furniture, landscaping in the public realm. Requiring been added to the revised report. Public realm impacts suggested restoration to current standards would be an appropriate mitigation measure. City Planning, such as designing for congruence between architectural styles of Draft Early Public realm impacts should also include the potential for design incongruity 25 Transit Page 217, 5.5.1.3 existing infrastructure are not typically included as between the architectural styles of the existing underpass and the new Ontario Works Report Implementation mpacts/mitigation however, Metrolinx will work with architectural Line bridges, and the impact the greater extent of underpass length has on the design specialists to ensure the materials and design of the pedestrian environment in terms of safety and comfort. Mitigation measures to proposed bridge at the Lower Don Bridges early works coordinate and improve design would be an appropriate response. complements surrounding infrastructure. The Lakeshore East early works have been placed under separate City Planning, Inlcude the Jimmy Simpson Recreation Centre as a community or recreational Draft Early cover in updated revisions of this report however, Jimmy Simpson 26 Transit Page 217, 218, 5.5.2 amenity that may be impacted. Include the Fontbonne Ministries Mustard Seed Works Report Recreation Centre and Fontbonne Ministries will be included in Implementation operation on Strange Street as potentially impacted. report documentation. City Planning, Draft Early Note the existing plan to move the Cherry Street interlocking tower as part of the 27 Transit OLS-024, Page 221 This will be reviewed and updated as appropriate. Works Report extension of the Cherry streetcar tracks to the south. Implementation City Planning, Correct the reference to Exhibition Station, as this section deals with the Lower Draft Early 28 Page 236, 5.8.2.3 This will be updated in the revised report. Transit Works Report Don crossing. 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Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	Urban Forestry		general	The Lower Don River Crossing works overlaps with the USRC wilson yard/HONI relocation works. Are we to assume that the trees and vegetation will be non-existent like the Lakeshore East shared corridor for the purposes of tree inventory and arborist report?	The Lower Don Bridges early works will build on existing environmental work completed for the Wilson Yard/HONI relocation works. Metrolinx will be removing vegetation within its right-of-way in accordance with the Metrolinx Vegetation Guideline (2020).
2	Urban Forestry		Draft early works report, 5.9 - Utilities	Confirm tree and vegetation impacts during detailed design. A permit application for injury or removal may be required if regulated under a municipal bylaw	Tree and vegetation impacts will be confirmed during the detailed design phase. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).
3	Urban Forestry		Draft Early Works Report, 6.1.3 - Municipal permits	Permits are required for trees and vegetation that are regulated under Bylaw 813, 658 and 608. Compensation shall be in accordance with applicable bylaw. The Arborist Report and supporting documentation will be reviewed and revised when submitted.	An Arborist Report will be prepared in accordance with Table 6-1 and 6-2. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020).
4	Urban Forestry		Draft Early Works Report, 6.1.3 - Municipal permits	Delete timeline information for permit application processing as it is conditional on satisfactory and approved documentation. These revisions may take several weeks before an application will be reviewed.	This will be removed in the revised report.
5	RNFP		Draft Early Works Report, 6.1.4	Submit Voluntary Process Review Letter	Metrolinx will cohtinue to engage TRCA through the VPR process.
6	RNFP		Draft Early Works Report, table 6-1	Submit Erosion & Sediment Control Plan	An Erosion and Sediment Control Plan will be prepared in accordance with Table 6-2. This will be circulated to the City prior to construction.
7	Urban Forestry		Draft Early Works Report, table 6-1	Submit an Arborist Report with updated tree inventory. Tree inventory shall also confirm the presence of butternut inspected in 2017 in the East Harbour Stn	An Arborist Report will be prepared in accordance with Table 6-1 and 6-2. This will be circulated to the City once available. The butternut in question at East Harbour Station was determined to be misidentified, and is a black walnut.
8	Urban Forestry		Draft Early Works Report, table 6-1	Submit Spill Prevention & Response Plan	A Spill Prevention and Response Plan will be prepared in accordance with Table 6-2 and 6-3. This will be circulated to the City prior to construction.
9	Urban Forestry		Draft Early Works Report, table 6-1	Metrolinx' Vegetation Guideline is currently under review by staff in Parks, Recreation and Forestry. Compensation will be to the approval and satisfaction of PFR and in accordance to the applicable bylaw. Any revisions to the document will apply to the current project	Noted.
10	LAU		General	Any impacts to City parkland as a result of this project requires complete coordination with Parks Capital's Construction schedule as outlined in PFR approved Capital budget. Schedule and duration of impacted park lands to be provided.	Noted. Impacts to parkland are not anticipated as part of the Exhibition Station Early Works.
11	LAU		3. Description of the Early Works	We are not in support of loss of park lands. What alternatives has Mx compiled? What lands does Mx have for a potential land swap?	Noted. Impacts to parkland are not anticipated as part of the Exhibition Station Early Works.
12	LAU		4.5 Socio-Economic and Land Use Characteristics	Lower Don River Crossing - there are recreational uses and park and open spaces in this footprintCorktown Common Park, MUPs along the Lower Don River Trail, the Martin Goodman Trail, Lakeshore and Cherry St (see 4.8.2.3)	In updated revisions of the report, Lower Don early works has been split into a separate report however, the revised Lower Don Bridges early works report will include parks within the latest Lower Don Bridges study area.

Review	Comments	Spreadshe	et	* Actions:	** Status:
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				Draft Early Works Report	Date Out:
Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
13	LAU			Lower Don River Crossing - there are community groups and resources in this footprint	In updated revisions of the report, Lower Don early works has been split into a separate report however, the revised report will include community amenities within the latest Lower Don River Crossing study area.
14	LAU			Lakeshore East Joint Corridor - there are recreational uses and parks and open spaces in this footprintJimmie Simpson RC and Park, Bruce Mackey Park, McCleary Park, Saulter St Parkette, Gerrard-Carlaw Parkette	In updated revisions of the report, Lakeshore East Joint Corridor Early Works have been split into a separate report however, the Lakeshore East early works report will include recreational uses and parks within the Lakeshore East Joint Corridor study area.
15	LAU			Lakeshore East Joint Corridor - there are community groups and resources in this footprint	In updated revisions of the report, Lakeshore East Joint Corridor Early Works have been split into a separate report however, the Lakeshore East early works report will include community groups and resources within the Lakeshore East Joint Corridor study area.
16	LAU			Lakeshore East Joint Corridor - all parks in and adjacent to this footprint to be labelled on Figure4-21	In updated revisions of the report, Lakeshore East Joint Corridor Early Works have been split into a separate report however, the Lakeshore East early works report will include recreational uses and parks within the Lakeshore East Joint Corridor study area.
17	LAU		4.6/5.6 Built Heritage Resources and Cultural Heritage Landscapes	Has a Cultural Heritage Assessment been completed for park lands that are proposed to be impacted? There is mention of Cultural Heritage Landscapes however where is the mapping - specifically does any park lands fall into CHL?	All lands within the Ontario Line Study Area, and subsquent Early Works footprint have been screened for known, previously assessed and potential BHR/CHLs. For the Ontario Line Project, any properties, including parks, were screened for BHRs and CHLs- Moss Park was included in the OL CHR and Bruce Mackey Park noted because of its heritage plaques and it contributes to the De Grassi Streetscape. Parks that are not known, previously identified or potential CHLs are included in the Natural Environment Report.
18	LAU		Pg 115-116/227-229	DeGrassi Street has been noted as potential BHR/CHL and within EW-001 Bruce Mackey Park has been noted as having potential heritage attributes. Should 12 DeGrassi Street be proposed for demolition Mx shall acquire these lands to land swap with the City in exchange for impacts to Bruce Mackey Park and nearby park lands. Also, what is the impact to Bruce Mackey Park (and all other parks) to avoid vibration damage to buildings along EW-001 and elsewhere? Vibrating mitigating measures shall be implemented on the building or elsewhere and not on park lands.	The Lakeshore East Joint Corridor early works have been placed under separate cover in updated revisions of this report.

Poviov	Comments	Spraadaha.	ot .	* Actions:	** Status:
neview	Comments	Spreausile	El	1 = Will comply	O = Open, not resolved
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Ontario	Lille - City Oi	TOTOTILO La	ny works nepo	3 = Not applicable because	C = Closed, implementation complete
			Project Name:	Ontario Line	Revised By:
			Project No:		Date In:
				Draft Early Works Report	Date Out:
Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
19	LAU		Vibration ng 201-202	Future Work shall include noise and vibration impact study to existing Jimmie Simpson Recreation Centre as works are proposed in very close proximity to the Recreation Centre.	Typically recreation centres are not considered noise or vibration sensitive developments, however the building will be considered in assessment of construction vibration impacts.
20	LAU			How does the rail corridor expansion in the Lakeshore East Joint Corridor works footprint affect impacted park lands/natural areas for grading, retaining walls, noise barriers, etc in the interim and permanently?	Any potential impacts of Lakeshore East Joint Corridor Early Works will be presented under separate cover.

** Status: * Actions: Review Comments Spreadsheet 1 = Will comply O = Open, not resolved 2 = Discuss, clarification required P = Pending incorporation in design **Ontario Line - City of Toronto Early Works Report Comments** 3 = Not applicable because C = Closed, implementation complete **Project Name: Ontario Line** Revised By: **Project No:** Date In: **Draft Early Works Report** Date Out: Part, Chapter, Sec, Subsec, Response & Details **Reviewer Name** Description **Review Comment** page, DWG# (Authors -) Item No. PM10 was not included in NAPS Station measurements, and Transportation The report states that all contaminants of concern are monitored therefore was estimated using PM2.5 measurements, assuming Expansion Office in at the selected NAPS stations. AQ Monitoring Sec 4.3, page 71 a ratio of 1 □g/m3 PM10 per 0.54 □g/m3 of PM2.5 as per Lall et. 1 consultation with Since PM10 is not monitored, how is this discrepancy al, "Estimation of historical annual PM2.5 exposures for health LeighFisher addressed? effects assessment", Atmospheric Environment 38 (2004). The AAQC standard for PM2.5 (30 ug/m3 for a 24-hour Transportation Expansion Office in averaging period) is less stringent than the CAAQS standard for 2 AQ Guidelines Sec 4.3, Table 4-14, p.72-73 Please explain why the AAQC PM2.5 standard not included? consultation with the same averaging period (27 ug/m3) and was therefore LeighFisher excluded from Table 4-14. Details regarding construction duration and timeline are not The impacts discussion is qualitative and high-level. The report available at this time and as such, construction emission Transportation should at a minimum discuss construction emissions estimates estimates have not been included. The Air Quality Memo is based Expansion Office in based upon construction equipment likely to be used, general on the most up-to-date plans for design available at the time. 3 Air Quality Impacts Sec 5.3.1, p. 188 consultation with timeline, and standard construction equipment emissions factors Construction equipment and duration will be confirmed in future LeighFisher compared to baseline concentrations to indicate potential construction management plans. exceedances and areas for mitigation. Report notes, "for the future 191 Mill Street location, noise levels Transportation are predicted to be near the daytime noise level limit for the Expansion Office in Noise Impacts - Lower corridor works, nearest to 191 Mill Street." 4 5.4.1.2.1, Noise, p.200 This will be addressed in the revised report. consultation with Don River Crossing LeighFisher They also exceed the night time criteria which is not mentioned. Please add this to the impact discussion. Report notes, "the results in the above table indicate that predicted noise levels along the project footprint could be above Transportation Noise Impacts the daytime noise level limit." Expansion Office in 5 Lakeshore East Joint 5.4.1.4.1, Noise, p.202 This will be addressed in the revised report. consultation with

The report should also indicate the potential for nighttime

effects and should be mitigated.

exceedances as nighttime nuisance can generally result in health

Corridor

LeighFisher

Roviow	Comments S	nraadchaat		* Actions:	** Status:
neview	Comments 3	preausileet		1 = Will comply	O = Open, not resolved
				2 = Discuss, clarification required	P = Pending incorporation in design
Ontario	Line - City of T	oronto Early Wo	rks Report Comments	3 = Not applicable because	C = Closed, implementation complete
			Project Name:	Ontario Line	Revised By:
			Project No:		Date In:
				Draft Early Works Report	Date Out:
6	Transportation Expansion Office in consultation with LeighFisher	Vibration Impacts	5.1.4.1.2, Vibration, p.202	Report states: "As the project footprints are not finalized; the number of locations predicted to have vibration levels in excess of the City of Toronto prohibited limit, and the screening limit may change. Also, the number of structures within the project footprint may change. As a result, a full list of locations along the project footprint that require monitoring or subsequent review is too preliminary at this stage. Mapping provided in Appendix B4 can be used to further develop the design plans to decrease the vibration impacts of the Early Works construction." Confirm if the mapping provided in Appendix B4 could be used to indicate sensitive areas which require further assessment should the area be selected as part of the project footprint. Consistent with best practices, this report should give an indication of areas that will likely be impacted if in the vicinity of any project works.	Confirmed, mapping in Appendix B4 will be updated with the approved project footprint. See appendix B4
7	Transportation Expansion Office in consultation with LeighFisher	Construction Vibration Mitigation, General	5.4.2.1, General Mitigation, p. 204	Given that vibration impacts are predicted, best practice construction vibration mitigation measures recommended by the FTA should be included in the report, such as: *routing heavily-loaded trucks and equipment away from residential streets and vibration-sensitive sites; *managing the sequence of construction phases such as demolition, earth-moving, and ground-impacting operations so as not to occur in the same time period and avoiding night-time activity; *employing alternative construction methods. Relevant locations where this would apply would be refined during the design phase.	Acknowledged, the suggested text has been incorporated with other best practice measures where appropriate.

Poviow	Comments	Sproadsho	nt .	* Actions:	** Status:	
HEVIEW	Comments	Spreausile	GL	1 = Will comply	O = Open, not resolved	METROLINX
Ontario	Line - City of	Toronto Fa	rly Works Report Comments	2 = Discuss, clarification required	P = Pending incorporation in design	An agency of the Government of Ontario Une agence du gouvernement de l'Ontario
Ontario	Line - Oity Oi	TOTOTILO La	ily works neport comments	3 = Not applicable because	C = Closed, implementation complete	
			Project Name:	Ontario Line	Revised By:	
			Project No:		Date In:	
				Draft Early Works Report	Date Out:	
Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & De (Authors -)	
1	TFS		Section 5.5		Noted. The Traffic Management Plan(s) including TFS during construction plann	
2	TFS		General	Utility relocations: Identify any fire hydrants that will be affected over the course of construction and confirm the remedial measures that will be put in place to ensure that hydrant coverage is maintained.	This will be confirmed as design progres	sses.

* Actions: ** Status: **Review Comments Spreadsheet** 1 = Will comply O = Open, not resolved Ontario Line - City of Toronto Early Works 2 = Discuss, clarification required P = Pending incorporation in design C = Closed, implementation complete Project Name: Ontario Line Revised By: Project No: Date In: Draft Cultural Heritage Report (Early Works) Date Out: Part, Chapter, Sec. **Response & Details** Reviewe Description Subsec, page, **Review Comment** Name (Authors -) No. DWG# No CHER will be completed outside of this report/the future Heritage Detailed Design Report (HDDR). The HDDR will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent, Cultural Heritage Reports and Heritage Detailed Design Reports Early Works will meet Metrolinx obligations under the Ontario Heritage Act. CHERs should be undertaken for those properties warranting it. The report notes that "it is not Cultural Heritage necessary to recommend an individual Cultural Heritage Evaluation Report (CHER) be undertaken Erin Smith Report: Existing Section 2 to re-apply O. Reg. 9/06 to these properties." While a CHER may not be necessary for each The Ontario Line Cultural Heritage Report (currently available on our website City of Toronto Conditions and property, some properites may warrant a CHER being undertaken, for example properties (https://www.metrolinxengage.com/sites/default/files/rpt 2020-09-Methodology and Heritage Preliminary Approach, page 10 designated under OHA prior to O. Reg 9/06 taking effect. It should also be acknowledges that 03 of ec cultural heritage 60611173 optimized locked.pdf) documents sufficient Planning Impacts CHERs will be provided for properties identified as potential built heritage resources identified detail for the purposes of documenting cultural heritage value or interest for any Assessment during field review. properties identified as retaining potential during field review. The details from the OL CHR have been carried to the Early Works Heritage Detailed Design Report. Note, the original Early Works report reviewed by the City has been refined to an HDDR with project-specific impacts based on concept design, and more detailed mitigation (in place of an HIA). Heritage Detailed Design report(s) will be prepared by Metrolinx and/or Project Co(s), once a preferred alignment has been identified and/or detailed design has commenced. The report(s) will document the review of the preferred alignment and/or detailed design Early Works Undertake and complete Heritage Impact Assessments prior to detailed design and reviewed by as it relates to the Cultural Heritage Report, refine project-specific impacts and Cultural Heritage City of Toronto Heritage Planning and subject to staff delegated or Council decision under the Frin Smith mitigation measures, identify any changes, and, where required, describe how any Report: Existing Ontario Heritage Act and Muncipal Code. The report indicates that the intent of the Cultural City of Toronto 4.2 Potential conditions attached to the Minister's Consent will be met, based on the Conditions and Heritage Report impact assessment is to "provide sufficient discussion of potential impacts to inform proposed/recommended design. The HDDR will also include any impacts on a known or Heritage Impacts, page 33 project planning to avoid, to the greatest extent possible, undertaking additional HIAs of individual Preliminary Planning potential built heritage resource or cultural heritage landscape that were not anticipated Impacts properties." Properties that are identified as built heritage resources warrant Heritage Impact or described in the Cultural Heritage Report. In this instance, the Heritage Detailed Assessment Assessments if they are to altered or demolished as a result of project activities. Design Report will include a statement of cultural heritage value to support heritage impact assessment and to inform fulfillment of any conditions attached to Minister's Consent Heritage Detailed Design report(s) will be prepared by Metrolinx and/or Project Co(s), once a preferred alignment has been identified and/or detailed design has commenced. The report(s) will document the review of the preferred alignment and/or detailed design as it relates to the Cultural Heritage Report, refine project-specific impacts and mitigation measures, identify any changes, and, where required, describe how any Clarify the scope of Heritage Detailed Design Reports. With the assertion that only properties conditions attached to the Minister's Consent will be met, based on the Early Works meeting 10/06 criteria will be subject to further study through a Heritage Detailed Design Report, proposed/recommended design. The HDDR will also include any impacts on a known or Cultural Heritage clarification is needed on how identified built heritage resources not classified as meeting 10/06 Erin Smith potential built heritage resource or cultural heritage landscape that were not anticipated Report: Existing criteria may be further evaluated and how their identified cultural heritage values will be City of Toronto 4.2 Potential or described in the Cultural Heritage Report. In this instance, the Heritage Detailed 3 Conditions and ncorporated in the overall evaluation of alternatives and identification of the preferred alignment. Heritage Impacts, page 34 Design Report will include a statement of cultural heritage value to support heritage Preliminary Details on how potential project impacts on their cultural heritage value will be mitigated through the Planning impact assessment and to inform fulfillment of any conditions attached to Minister's Impacts detailed design process are also needed. The Impact Tables in this Report should be revised once Assessment the preferred alignment has been idenitifed and subject to further consultation with the City of Toronto Heritage Planning. Further, the HDDR will document refined project-specific impacts to all heritage properties (not just 10/06) based on the preferred alignment/detailed design. Project-specific impacts will be refined during detailed design, using the Cultural Heritage Report and documented in the HDDR.

* Actions: ** Status: **Review Comments Spreadsheet** 1 = Will comply O = Open, not resolved Ontario Line - City of Toronto Early Works 2 = Discuss, clarification required P = Pending incorporation in design 3 = Not applicable because ... C = Closed, implementation complete Project Name: Ontario Line Revised By: Project No: Date In: Draft Cultural Heritage Report (Early Works) Date Out: Part, Chapter, Sec. **Response & Details** Reviewer Description Subsec, page, **Review Comment** Name (Authors -) No. DWG# Early Works Summarize how many built heritage resources are proposed to be impacted and the expected As noted in comment response #1, this report documents all known or potential built Cultural Heritage Erin Smith nature of the impacts (type and description of anticipated impact) to understand the overall impacts heritage resources within the study area and includes a range of preliminary impacts Report: Existing 4.2 Potential and mitigation measures for each built heritage resource. Once an alignment has been City of Toronto the alignment will have on built heritage resources, due to the complexity and size of the Impact Conditions and Heritage Impacts Tables. It needs to be made clear which and how many built heritage resources are anticipated to selected and/or detailed design is prepared, project-specific impacts will be Preliminary documented in the HDDR, specifying the number of cultural heritage resources Planning be demolished or altered due to the alignment. Similiarly, there is a need to summarize how many, Impacts and which, identified built heritage resources will not be impacted by the current alignment. expected to be demolished or altered. Assessment Early Works Cultural Heritage For all Impact Tables, the proposed mitigation measure should be revised to include completion of Erin Smith -Report: Existing a Cultural Heritage Evaluation Report, Heritage Impact Assessment and associated Strategic City of Toronto 4.2 Potential Refer to comment responses #2 and #3. Further, recommendations for SCPs are noted Conditions and Conservation Plan, required when any physical impacts to a cultural heritage resource or its Heritage Impacts Table 4 within the report impact tables where an SCP would be warranted Preliminary heritage attributes are anticipated. These should be completed prior to Detailed Design and Planning Impacts circulated to Heritage Planning for review and comment. Assessment Early Works Cultural Heritage Erin Smith -Revise all Impacts Tables to clarify when in the process the City of Toronto Heritage Planning unit Report: Existing City of Toronto 4.2 Potential will be consulted on the proposed mitigation measures if it is not possible to avoid impact to an Language in report will be revised to more clearly include consultation with the City of Conditions and Heritage Impacts Table 4 identified cultural heritage resource and its heritage attributes. Consultation should occur prior to Toronto Heritage Planning unit and specify timing for consultation with City. Preliminary Planning Impacts Assessment Early Works Metrolinx as a Crown Agency of the Province of Ontario is exempt from certain Cultural Heritage Erin Smith Revise the alternatives in all Impact Tables to also include consultation with the Toronto municipal processes and requirements. In these instances, Metrolinx will engage with Report: Existing City of Toronto 4.2 Potential Preservation Board and City Council where applicable. Heritage Planning notes that properties not the City to incorporate municipal requirements as a best practice, where practical, and Conditions and Heritage Impacts Table 4 yet owned by Metrolinx are not exempt from Municipal process and legislation under the Ontario may obtain associated permits and approvals. Consultation with the City of Toronto Preliminary Planning Heritage Act and Municipal Code. Heritage Preservation Services has been included in the report for all impacted heritage Impacts properties. Assessment Early Works Cultural Heritage Erin Smith -Report: Existing Heritage Planning acknowledges that the Metrolinx data request was not able to completed prior to 5. Community City of Toronto Conditions and the draft of this report due to the on-going COVID-10 global pandemic and lack of remote access to Comment noted Engagement Heritage Preliminary property databases for City staff. Planning Impacts Assessment Early Works Public engagement is currently underway for the broader Ontario Line Environmental Identify how and when broader public engagement will occur, given the proposed impacts on a Cultural Heritage Erin Smith -Conditions Report including all properties that are documented in the Draft Early Works Report: Existing number of identified municipally/locally significant cultural heritage resources, in addition to any as City of Toronto 5. Community HDDR. Further, the Draft HDDR will be released for public review and any comments Conditions and yet unidentified resources. This section should clarify and identify what other non-governmental received during the Draft OL ECR and Draft Early Works HDDR will be reviewed. Any Heritage Engagement Preliminary heritage organizations. HCD advisory committees, and community stakeholders have been included updates required in either report will be made and reissued for final OL ECR and Early Planning Impacts in engagement. Works HDDR. Assessment

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nevie	view Comments Spreadsheet		SHEEL	1 = Will comply	O = Open, not resolved
Onto	ntario Line - City of Toronto Early Work		o Early Works	2 = Discuss, clarification required	P = Pending incorporation in design
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			Project Name:	Ontario Line	Revised By:
			Project No:		Date In:
				Draft Cultural Heritage Report (Early Works)	Date Out:
Item	Reviewer		Part, Chapter, Sec,		Response & Details
No.	Name	Description	Subsec, page, DWG#	Review Comment	(Authors -)

** Status: * Actions: **Review Comments Spreadsheet** 1 = Will comply O = Open, not resolved 2 = Discuss, clarification required P = Pending incorporation in design Ontario Line - City of Toronto Early Works 3 = Not applicable because C = Closed, implementation complete **Project Name:** Ontario Line Revised By: Project No: Date In: **Draft Cultural Heritage Report (Early Works)** Date Out: Part, Chapter, Sec, Reviewer Response & Details Item Description Subsec, page, **Review Comment** Name (Authors -) No. DWG# All lands within the Ontario Line Study Area and subsquent Early Works footprint have been screened for known, previously assessed and potential BHR/CHLs. At this stage, impact scenarios have been outlined with recommended Has a Cultural Heritage Assessment been completed for park lands that are proposed to be 1 LAU General impacted? mitigation measures. Once an alignment is selected / detailed design is underway, a project-specific impact assessment will be undertaken and documented in a Heritage Detailed Design Report. This will include park lands that retain heritage value. For the Ontario Line Project, any properties, including parks, were screened for BHRs and CHLs- Moss Park was included in the OL CHR and Bruce Mackay noted because of its There is mention of Cultural Heritage Landscapes however where is the mapping - specifically LAU 2 Pg 25 heritage plaques and it contributes to the De Grassi does any park lands fall into CHL? Streetscape. Further detail on parks within the study area (from an ecological perspective) are documented in the Natural Environment Report. As per comment response #2, parks within and adjacent to the Early Works footprints that retain heritage value (CHLs) All existing park lands within and adjacent to the Lakeshore East Joint Corridor Study Area to 3 LAU Figure 6-4 are documented in this Cultural Heritage Report. Parks that be noted in Figure6-4 are not CHLs are documented in the Natural Environment Report. DeGrassi Street has been noted as potential BHR/CHL and within EW-001 Bruce Mackey Park has been noted as having potential heritage attributes. Should 12 DeGrassi Street be proposed The Lakeshore East Joint Corridor early works have been for demolition Mx shall acquire these lands to land swap with the City in exchange for impacts placed under separate cover in updated revisions of this 4 LAU Pg 30, 43-45 report. This comment will be taken into account as to Bruce Mackey Park and nearby park lands. Also, what is the impact to Bruce Mackey Park environmental assessment reporting advances along the (and all other parks) to avoid vibration damage to buildings along EW-001 and elsewhere? Lakeshore East joint corridor. Vibrating mitigating measures shall be implemented on the building or elsewhere and not on park lands.

Print Date: 11/30/2020 E 2020-11-27-City of Toronto_TABLE.xlsx

Form DR-F01 Rev.1 Oct.2011

* ACTIONS: 1 = Will comply 2 = Discuss, clarification required 3 = Not applicable because ** STATUS: O = Open, P = Pending, C = Closed From: <u>Julia Murnaghan</u>
To: <u>Merlin Yuen</u>

 Cc:
 Richard Borbridge; Maria Zintchenko; Rodney Yee; Crystal Ho

 Subject:
 RE: Ontario Line - Exhibition/Lower Don Bridges HDDR

Date: Tuesday, November 17, 2020 6:10:07 PM

Attachments:

Correct, the HDDR are reviewed by Heritage (part of CP) and the comments provided are the City comments.

Regards,

Julia Murnaghan

From: Merlin Yuen [mailto:Merlin.Yuen@metrolinx.com]

Sent: November 17, 2020 6:08 PM

To: Julia Murnaghan < Julia. Murnaghan@toronto.ca>

Cc: Richard Borbridge <Richard.Borbridge@toronto.ca>; Maria Zintchenko

<Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Crystal Ho

<Crystal.Ho@metrolinx.com>

Subject: RE: Ontario Line - Exhibition/Lower Don Bridges HDDR

Thanks Julia – I can confirm receipt. Can you confirm that CP will be the only department commenting on the HDDR? Will we be anticipating comments to the HDDR from any other City departments?

Thanks.

MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

From: Julia Murnaghan [mailto:Julia.Murnaghan@toronto.ca]

Sent: November-17-20 6:07 PM

To: Merlin Yuen

Cc: Richard Borbridge; Maria Zintchenko; Rodney Yee; Crystal Ho **Subject:** FW: Ontario Line - Exhibition/Lower Don Bridges HDDR

Merlin,

Please see attached the City's comments on the HDDR reports provided for Exhibition Station and Lower Don Bridges.

Feel free to contact me directly (noting that Wole will be leaving the OL project later this week) if you have any questions or concerns.

Regards,

Julia Murnaghan

From: Hans Riekko

Sent: November 17, 2020 4:08 PM

To: Julia Murnaghan < <u>Julia.Murnaghan@toronto.ca</u>> **Cc:** Richard Borbridge < <u>Richard.Borbridge@toronto.ca</u>>

Subject: RE: Ontario Line - Exhibition/Lower Don Bridges HDDR

Hi Julia,

Please find attached City Planning's final comments on the two HDDR reports.

Regards,

Hans

Hans W. Riekko, M.Pl., MUDS, MCIP, RPP Program Manager (Acting), Transportation Planning City Planning, City of Toronto

M: 647-504-6252 (interim number during COVID-19) T: 416-392-0880 (number suspended during COVID-19)

E: <u>Hans.Riekko@toronto.ca</u>

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Poviou	Review Comments Spreadsheet			* Actions:	** Status:		
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City of	Forento HDDR Comments 2 - Discuss, clarification required				P = Pending incorporation in design		
City Oi	טטווטווט ווטט	n Comments		3 = Not applicable because	C = Closed, implementation complete		
			Project Name:	Ontario Line	Revised By:		
			Project No:		Date In:		
				Ontario Line - Early Works HDDR	Date Out:		
Item No.	Reviewer Name	Description (Ref# to	Part, Chapter, Sec,	Beview Comment	Response & Details		
		letter)	Subsec, page, DWG#	THE COMMENT	(Authors -)		
1	City Planning	Lower Don Bridges HDDR		Heritage Planning staff have reviewed the Lower Don Bridges HDDR and have no concerns with the findings/proposed mitigation measures.	(Authors -)		

From: Merlin Yuen
To: Julia Murnaghan

Cc: Maria Zintchenko; Rodney Yee; Crystal Ho; Richard Borbridge; Wole Adetuberu

Subject: RE: Ontario Line - Exhibition/Lower Don Bridges HDDR

Date: Wednesday, November 04, 2020 1:36:19 PM

Attachments:

Not a problem Julia – will include Richard in any correspondence moving forward. Do let me know on feasible timeline – again, if the City is amicable, we can host a joint workshop to go through the reports and any comments the City may have.

Regards,

MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

From: Julia Murnaghan [mailto:Julia.Murnaghan@toronto.ca]

Sent: November-04-20 12:48 PM

To: Merlin Yuen

Cc: Maria Zintchenko; Rodney Yee; Crystal Ho; Richard Borbridge; Wole Adetuberu

Subject: RE: Ontario Line - Exhibition/Lower Don Bridges HDDR

Merlin,

Could you please include Richard Borbridge, TEO Subways Program Director, in all correspondence regarding Ontario Line? Thank you!

Further discussion regarding the feasible timeline for the review of these documents will be required, and we will get back to you shortly with our eta for City comments.

Regards,

Julia Murnaghan

From: Merlin Yuen [mailto:Merlin.Yuen@metrolinx.com]

Sent: November 4, 2020 11:53 AM

To: Wole Adetuberu < Wole. Adetuberu@toronto.ca>

Cc: Julia Murnaghan < Julia. Murnaghan@toronto.ca>; Maria Zintchenko

<Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Crystal Ho

<Crystal.Ho@metrolinx.com>

Subject: Ontario Line - Exhibition/Lower Don Bridges HDDR

Good morning Wole,

Please see attached the Heritage Detailed Design Reports (HDDRs) for the Ontario Line Exhibition Station and Lower Don Bridges early works - in advance of the Draft Early Works Report publication,

currently being targeted for November 20. Note that the HDDRs are an extension of the Existing Conditions Cultural Heritage Report and Preliminary Impact Assessment previously circulated to the City, whereby areas for early works have been identified with property-specific impacts assessed as part of the impact assessment with further mitigation prescribed.

At this time we're looking for any comments you're able to provide by Tuesday, November 10. Otherwise, we look forward to your comments by November 17. We apologize for the late notice - project footprints were in flux and we did not want to circulate a document that would not be reflective of Draft Early Works Report content. A comment tracking sheet has also been provided for your convenience in review.

Key findings of both reports include:

- Exhibition Station: the building at 1 Atlantic is anticipated to be demolished to accommodate Exhibition Station early works;
- Lower Don Bridges: potential requirement to temporarily relocate abutment stones from the original 1856 Lower Don Bridge that currently provide seating in public space near the Lower Don Trail

If the City is amicable, our team would also be open to a joint workshopping session to go over any comments the City may have to the HDDRs.

Please let me know if any questions.

Regards,

MERLIN YUEN

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

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

From: Wole Adetuberu
To: Laura Witherow

Cc: Maria Zintchenko; Rodney Yee; James Francis; Crystal Ho; Merlin Yuen; Stella Gustavson; Julia Murnaghan;

Daniel Cicero

Subject: RE: OL - Draft Reports for CoT Review - 29May20

Date: Tuesday, July 14, 2020 8:51:52 AM

Attachments:

Hi Laura,

As mentioned in my previous email, please find attached our revised comment sheet with comments from Parks on Early Works Noise & Vibration Report and Traffic Memo. We are still expecting comments from Transportation Services (anticipated this week) and TTC and will update you when we have them.

Please let me know if you have any questions.

Regards,

Wole Adetuberu

Project Coordinator

Transit Expansion Office, City of Toronto

20E - 100 Queen Street West | Toronto | ON M5H 2N2

T: 416-338-0390 | C: 437-218-5496

From: Wole Adetuberu Sent: July 3, 2020 7:02 PM

To: 'Laura Witherow' <Laura.Witherow@metrolinx.com>

Cc: Maria Zintchenko < Maria. Zintchenko@metrolinx.com>; Rodney Yee

<Rodney.Yee@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Stella Gustavson <Stella.Gustavson@toronto.ca>; Julia Murnaghan <Julia.Murnaghan@toronto.ca>; Daniel Cicero <Daniel.Cicero@metrolinx.com>

Subject: RE: OL - Draft Reports for CoT Review - 29May20

Hi Laura,

Please find attached City of Toronto's comments on the following Ontario Line Draft Early Works reports:

- Draft Early Works Air Quality Memo
- Draft Early Works Noise & Vibration Report
- Draft Early Works Traffic Memo
- Draft Early Works Natural Environment Report.

Comments from Transportation Services, TTC and Parks are anticipated next week. We will update the comment sheet when we receive them. Have a great weekend.

Regards,

Wole Adetuberu

Project Coordinator

Transit Expansion Office, City of Toronto

20E - 100 Queen Street West | Toronto | ON M5H 2N2

T: 416-338-0390 | C: 437-218-5496

From: Laura Witherow [mailto:Laura.Witherow@metrolinx.com]

Sent: June 4, 2020 12:54 PM

To: Julia Murnaghan < <u>Julia.Murnaghan@toronto.ca</u>>

Cc: Maria Zintchenko < <u>Maria.Zintchenko@metrolinx.com</u>>; Rodney Yee

<<u>Rodney.Yee@metrolinx.com</u>>; James Francis <<u>James.Francis@metrolinx.com</u>>;

Crystal Ho < Crystal.Ho@metrolinx.com>; Merlin Yuen

<<u>Merlin.Yuen@metrolinx.com</u>>; Stella Gustavson <<u>Stella.Gustavson@toronto.ca</u>>;

Wole Adetuberu < <u>Wole.Adetuberu@toronto.ca</u>>; Daniel Cicero

<Daniel.Cicero@metrolinx.com>

Subject: RE: OL - Draft Reports for CoT Review - 29May20

Good Afternoon Julia.

Thank you for following up - we are now able to provide you the following reports in the download link available below:

- Draft Early Works Air Quality Memo
- Draft Early Works Noise & Vibration Report
- Draft Early Works Traffic Memo
- Draft Early Works Natural Environment Report, and;
- Stage 1 Archaeological Assessments (by segment) submitted to the MHSTCI on May 29, 2020.

Download here:

The Draft Early Works Cultural Heritage Report and the Draft Early Works Main Report will be made available to you tomorrow. The City will still have 20 business days to review.

Please let me know if you have any questions or concerns. Thank you!

Laura Witherow

T: 416.202.7511 C: 647.202.5143

From: Julia Murnaghan [mailto:Julia.Murnaghan@toronto.ca]

Sent: June-04-20 8:50 AM

To: Laura Witherow

Cc: Maria Zintchenko; Rodney Yee; James Francis; Crystal Ho; Merlin Yuen; Stella

Gustavson; Wole Adetuberu

Subject: RE: OL - Draft Reports for CoT Review - 29May20

Laura,

Following our EA discussions last Friday, we have received the three OL Existing

Conditions draft reports for Natural Environment, Noise & Vibration, Socio-Economic and Land Characterization. These reports have been circulated to the appropriate Divisions for review and, following the specified 20 day review period, we are expecting to provide City comments to Mx by June 26.

Could you please confirm when we are expecting to receive the next group of draft reports, including Stage 1 Archaeology Baseline Condition Report and the various Early Works Reports? And please verify that the 20 day review period will begin once the reports have been received by the City.

Please feel free to contact me if you have any questions or concerns.

Regards,

Julia Murnaghan

Senior Project Manager, Transit Expansion Office w. 416.338.5071, c. 416.688.4121 julia.murnaghan@toronto.ca

From: Laura Witherow [mailto:Laura.Witherow@metrolinx.com]

Sent: May 29, 2020 2:48 PM

To: Julia Murnaghan < <u>Julia.Murnaghan@toronto.ca</u>>

Cc: Maria Zintchenko < <u>Maria.Zintchenko@metrolinx.com</u>>; Rodney Yee

<Rodney.Yee@metrolinx.com>; James Francis <James.Francis@metrolinx.com>;

Crystal Ho < Crystal.Ho@metrolinx.com>; Merlin Yuen

<<u>Merlin.Yuen@metrolinx.com</u>>

Subject: OL - Draft Reports for CoT Review - 29May20

Good Afternoon Julia,

As a follow up to the meeting held this afternoon between Metrolinx and the City, I've included a download link to three (3) of the Ontario Line Existing Conditions reports. These include:

- Draft Natural Environment Report
- Draft Noise & Vibration Report, and;
- Draft Socio-Economic and Land Characterization Report

Download here:

Please do not hesitate to contact me if you have any issues downloading the reports, this download link will expire in 7 days time.

Thank you (and enjoy your weekend),

Laura Witherow

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services 130 Adelaide Street W | Toronto | Ontario | M5H 3P5

T: 416.202.7511 C: 647.202.5143



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

From: Wole Adetuberu
To: Laura Witherow

Cc: Maria Zintchenko; Rodney Yee; James Francis; Crystal Ho; Merlin Yuen; Stella Gustavson; Daniel Cicero; Julia

Murnaghan

Subject: RE: OL - Draft Reports for CoT Review - 29May20 (1 of 3)

Date: Tuesday, July 14, 2020 8:45:35 AM

Attachments:

Laura,

Good morning and thank you so much for your patience. Regarding the Early Works Main report and Cultural Heritage report, attached is our revised comment sheet with comments from Parks. We are still expecting comments from Transportation Services (anticipated this week) and TTC and will update you once we have them.

I will be sending an update to the other Early Works background reports as well as the Existing Conditions Main report comments in their respective email threads.

Regards,

Wole Adetuberu

Project Coordinator

Transit Expansion Office, City of Toronto

20E - 100 Queen Street West | Toronto | ON M5H 2N2

T: 416-338-0390 | C: 437-218-5496

From: Laura Witherow [mailto:Laura.Witherow@metrolinx.com]

Sent: July 13, 2020 7:42 AM

To: Wole Adetuberu < Wole. Adetuberu@toronto.ca>

Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee

<Rodney.Yee@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Crystal Ho
<Crystal.Ho@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Stella Gustavson

<Stella.Gustavson@toronto.ca>; Daniel Cicero <Daniel.Cicero@metrolinx.com>; Julia

Murnaghan < Julia. Murnaghan@toronto.ca>

Subject: RE: OL - Draft Reports for CoT Review - 29May20 (1 of 3)

Good Morning Wole,

I hope you had a great weekend (despite the weather)! I wanted to touch base and check in on the status of Transportation Services, TTC and Parks' comments on the Early Works reports listed below.

Please let me know if we can expect these comments today.

Thank you,

Laura Witherow

T: 416.202.7511 C: 647.202.5143

From: Wole Adetuberu [mailto:Wole.Adetuberu@toronto.ca]

Sent: July-07-20 6:11 PM **To:** Laura Witherow

Cc: Maria Zintchenko; Rodney Yee; James Francis; Crystal Ho; Merlin Yuen; Stella Gustavson;

Daniel Cicero; Julia Murnaghan

Subject: RE: OL - Draft Reports for CoT Review - 29May20 (1 of 3)

Hi Laura,

Please find attached City of Toronto's comments on the following Ontario Line Draft Early Works reports:

- Draft Early Works Cultural Heritage Report
- Draft Early Works Main Report

Comments from Transportation Services, TTC and Parks are anticipated later in the week. Updated comment sheet will be sent accordingly.

Regards,

Wole Adetuberu

Project Coordinator

Transit Expansion Office, City of Toronto

20E - 100 Queen Street West | Toronto | ON M5H 2N2

T: 416-338-0390 | C: 437-218-5496



From: Laura Witherow [mailto:Laura.Witherow@metrolinx.com]

Sent: June 5, 2020 4:37 PM

To: Julia Murnaghan < <u>Julia.Murnaghan@toronto.ca</u>>

Cc: Maria Zintchenko < <u>Maria.Zintchenko@metrolinx.com</u>>; Rodney Yee

<<u>Rodney.Yee@metrolinx.com</u>>; James Francis <<u>James.Francis@metrolinx.com</u>>;

Crystal Ho < Crystal.Ho@metrolinx.com; Merlin Yuen

<<u>Merlin.Yuen@metrolinx.com</u>>; Stella Gustavson <<u>Stella.Gustavson@toronto.ca</u>>;

Wole Adetuberu < <u>Wole.Adetuberu@toronto.ca</u>>; Daniel Cicero

<Daniel.Cicero@metrolinx.com>

Subject: RE: OL - Draft Reports for CoT Review - 29May20

Happy Friday Julia,

As mentioned yesterday, I've included the Draft Early Works Cultural Heritage Report and the Draft Early Works Main Report in the download link below.

Download here:

Please let me know if you have any questions or concerns regarding the City's review of these reports.

Thank you,

Laura Witherow

T: 416.202.7511 C: 647.202.5143

★ METROLINX

Technical Stakeholders

- Municipal
 - Toronto Catholic District School Board

From: Ontario Line

To: tomasz.oltarzewski@tcdsb.org

Cc: James Francis; Merlin Yuen; Maria Zintchenko; Crystal Ho; Rodney Yee

Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:46:20 PM

Attachments: Notice of Final Environmental Conditions Report.pdf

OL FinalECR DraftExhEWR Letter of Notice TOltarzewski.pdf

Notice of Draft Early Works Report-Exhibition.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

Metrolinx

From: Ontario Line

To: "tomasz.oltarzewski@tcdsb.org"

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

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

Date: Tuesday, June 02, 2020 3:38:00 PM

Attachments: TCDSB T.Oltarzewksi.pdf

Attachment#1.pdf Attachment#2.pdf Attachment#3.pdf

Good Afternoon,

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

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

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

Sincerely,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

★ METROLINX

Technical Stakeholders

- Municipal
 - Toronto District School Board

From: Ontario Line
To: Cook, Anita

Cc: James Francis; Merlin Yuen; Maria Zintchenko; Rodney Yee; Crystal Ho
Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

 Date:
 Monday, November 30, 2020 4:46:22 PM

 Attachments:
 Notice of Draft Early Works Report-Exhibition.pdf

Notice of Final Environmental Conditions Report.pdf
OL FinalECR DraftExhEWR Letter of Notice ACook.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Metrolinx

Crystal Ho

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

From: Cook, Anita
To: Merlin Yuen

Cc: Sage, Daryl, Bolger, Kevin; Crystal Ho; Maria Zintchenko; James Francis; Puccetti, Maia; Snider, Craig

Subject: RE: Metrolinx-Ontario Line-TLC Commentary - Toronto District School Board Properties

Date: Monday, November 30, 2020 9:26:43 PM

Attachments: image001.png

Hello Merlin.

Thank you for the response.

Please be advised that TLC has no further comments on the Environmental Conditions and Early Works Report.

Regards,

Anita

Anita Cook, MBA, CRA, P.App | Executive Manager, Real Estate & Leasing | Toronto Lands Corporation (TLC)

A wholly owned subsidiary of the Toronto District School Board

60 St. Clair Ave. East, Suite 201 Toronto, ON M4T 1N5

T: cell: 416-573-2716 | acook.tlc@tdsb.on.ca | www.torontolandscorp.com

From: Merlin Yuen [mailto:Merlin.Yuen@metrolinx.com]

Sent: November 27, 2020 10:06 PM

To: Cook, Anita

Cc: Jackson, Carlene; Shaw, Steve; Sage, Daryl; Bolger, Kevin; Crystal Ho; Maria Zintchenko; James

rancis

Subject: RE: Metrolinx-Ontario Line-TLC Commentary - Toronto District School Board Properties

Good afternoon Anita,

Thank you and the TDSB team for providing comments to the draft Ontario Line Early Works Report.

It is noted that the TDSB had provided comments on the Environmental Conditions Report and Early Works Report in the same letter. Our team has pulled relevant early works comments into a spreadsheet, separated by discipline. Please let us know if any additional comments or if this set of comments can be considered closed-out.

We look forward to continuing to engage the TDSB as project planning advances.

Regards,

MERLIN YUEN

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

From: Cook, Anita [mailto:ACook.TLC@tdsb.on.ca]

Sent: July-07-20 4:46 PM

To: Merlin Yuen

Cc: Jackson, Carlene; Shaw, Steve; Sage, Daryl; Bolger, Kevin; Pam Foster; Crystal Ho **Subject:** Metrolinx-Ontario Line-TLC Commentary - Toronto District School Board Properties

Hello Merlin.

Please find attached the TLC comments, as agent and manager of the Toronto District School Board real estate for the reports submitted on the proposed Ontario Line.

Should you have any questions, please contact me at your convenience.

We look forward to meeting with you and the school communities in the future.

Regards,

Anita

Anita Cook, MBA, CRA, P.App | Executive Manager, Real Estate & Leasing | Toronto Lands Corporation (TLC)

A wholly owned subsidiary of the Toronto District School Board

60 St. Clair Ave. East, Suite 201 Toronto, ON M4T 1N5

T: cell: 416-573-2716 | acook.tlc@tdsb.on.ca | www.torontolandscorp.com

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Review Comments Spreadsheet				* Actions:	** Status:
				1 = Will comply	O = Open, not resolved
TDSB	Early Works R	Panart Camr	monte	2 = Discuss, clarification required	P = Pending incorporation in design
1036 -	Lally Works h	eport Com	Hellis	3 = Not applicable because	C = Closed, implementation complete
			Project Name:	Ontario Line	Revised By:
			Project No:		Date In:
				Natural Environmental EC and EW Report	Date Out:
Item No.	Reviewer Name	IJASCRINTIAN	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	TDSB		Natural Environmental EC and EW Report	Potential for significant environmental damages to the Don Valley Corridor and City parks/ravines in the Thorncliffe Park area. Two TDSB schools, Valley Park Middle School (130 Overlea Boulevard) and Marc Garneau Collegiate Institute (135 Overlea Boulevard) will be directly impacted with changes to these sensitive land areas. (These areas also provide for educational opportunities for students.)	The Early Works Project Footprint does not coincide with the Thorncliffe Park area, nor does it impact any TDSB schools. Impacts assessed for the areas of the Early Works Footprint that overlap the Don Valley are minimal and will not affect sensitive land areas. The majority of areas within the Early Works Project Footprints are previously disturbed.
2	TDSB		Natural Environmental	Potential drainage and water flow that may impact outdoor school sports fields and arenas.	See above comment, not applicable to the Early Works Study Area.
3	TDSB		Natural Environmental EC and EW Report	Dependent upon works, potential drainage or water flow, sewers, etc. at various sites.	See above comment, not applicable to the Early Works Study Area.

Review Comments Spreadsheet			ot	* Actions:	** Status:
			GL	1 = Will comply	O = Open, not resolved
			monte	2 = Discuss, clarification required	P = Pending incorporation in design
1036 -	TDSB - Early Works Report Comments			3 = Not applicable because	C = Closed, implementation complete
			Project Name:	Ontario Line	Revised By:
			Project No:		Date In:
				Traffic and Transportation Early Works Report	Date Out:
Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	TDSB		Traffic EW Report	Increased traffic congestion around some of the schools, especially at major intersections, will impact ability to commute and increase travel time delays for the student community and TDSB employees.	The revised report will note that TDSB will be engaged during construction planning including considerations for route detours. A Construction Traffic Management Plan will be required prior to construction and will mitigate such impacts to TDSB students and employees.
2	TDSB		Traffic EW Report	Significant safety risks, notably the students walking to school, will exist due to increased traffic congestion.	A Construction Traffic Management Plan will be required prior to construction and will mitigate such impacts to TDSB students and employees.

Review Comments Spreadsheet				* Actions:	** Status:
TDSB - Early Works Report Comments				1 = Will comply	O = Open, not resolved
				2 = Discuss, clarification required	P = Pending incorporation in design
1030 -	Larry Works In	eport Com	illelits	3 = Not applicable because	C = Closed, implementation complete
			Project Name:	Ontario Line	Revised By:
			Project No:		Date In:
				Air Quality Early Works Report	Date Out:
Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	TDSB		Air Quality EW Report	Increased traffic congestion around some of the schools will impact pollution levels for the student community and TDSB employees.	Noted - AECOM can update the text of the AQEW Report to include reference to potential traffic congestion. The Early Works Traffic Report should be referenced as a guide for traffic-specific impacts.
2	TDSB		Air Quality EW Report	Use of heavy machinery and large scale construction methods such as digging, concrete pours, dump trucks will significantly impact pollution levels at nearby schools. Students may need to stay inside and not open windows during long periods of this construction phase.	Thank you for your comment. Application of the mitigation measures and monitoring activities listed in Table 4-1 and Table 4-2 will minimize local impacts to air quality. Please note that the early works reports have been revised to assess 2 locations: Exhibition Station and Lower Don Bridges.
3	TDSB		Air Quality EW Report	Inability to play during outdoor periods due to high level of pollution.	Thank you for your comment. Application of the mitigation measures and monitoring activities listed in Table 4-1 and Table 4-2 will minimize local impacts to air quality. Please note that the early works reports have been revised to assess 2 locations: Exhibition Station and Lower Don Bridges.

Review Comments Spreadsheet			•	* Actions:	** Status:
			et	1 = Will comply	O = Open, not resolved
TDOD	TDSB - Early Works Report Comments			2 = Discuss, clarification required	P = Pending incorporation in design
IDSR -	Early Works H	eport Comi	ments	3 = Not applicable because	C = Closed, implementation complete
			Project Name:	Ontario Line	Revised By:
			Project No:		Date In:
				Noise and Vibration Early Works Report	Date Out:
Item No.	Reviewer Name	Description	Part, Chapter, Sec, Subsec, page, DWG#	Review Comment	Response & Details (Authors -)
1	TDSB			Health concerns due to noise, vibration issues to the schools during the tunnelling phase of the project and during the construction of the transit stations.	Tunnelling is not part of planned Early Works activities. The TDSB's concerns regarding tunneling will be addressed through appropriate noise and vibration mitigation prescribed through the Environmental Impact Assessment Report, which will be provided for review under separate cover.
2	TDSB		N&V EW Report	Inability to play during outdoor periods due to high level of noise.	The closest TDSB school to Early Works (Dundas Jr PS) is over 200 metres away from the transit corridor, with several intervening buildings providing acoustic shielding from the Lakeshore East Joint Corridor Early Works. Impacts at this school will be lower than what are presented in the Early Works report (which examines noise levels at the closest residence to the Early Works). Construction noise levels should be more than 10 dB less than the predicted noise levels at the nearest receiver, indicating that construction noise levels should not cause an issue with playing outdoors.
3	TDSB		N&V EW Report	Impact on required student concentration eg. Exam time	The closest TDSB school to Early Works (Dundas Jr PS) is over 200 metres away from the transit corridor, with several intervening buildings providing acoustic shielding from the Lakeshore East Joint Corridor Early Works. Impacts at this school will be lower than what are presented in the Early Works report (which examines noise levels at the closest residence to the Early Works). Students within the school building would have quieter sound levels given that the building facade provides additional attenuation compared to outdoor noise levels.

From: Cook, Anita
To: Merlin Yuen

Cc: Jackson, Carlene; Shaw, Steve; Sage, Daryl; Bolger, Kevin; Pam Foster; Crystal Ho
Subject: Metrolinx-Ontario Line-TLC Commentary - Toronto District School Board Properties

Date: July 7, 2020 4:46:03 PM

Attachments:

Hello Merlin,

Please find attached the TLC comments, as agent and manager of the Toronto District School Board real estate for the reports submitted on the proposed Ontario Line.

Should you have any questions, please contact me at your convenience.

We look forward to meeting with you and the school communities in the future.

Regards,

Anita

Anita Cook, MBA, CRA, P.App | Executive Manager, Real Estate & Leasing | Toronto Lands Corporation (TLC)

A wholly owned subsidiary of the Toronto District School Board 60 St. Clair Ave. East, Suite 201 Toronto, ON M4T 1N5

T: cell: 416-573-2716 | acook.tlc@tdsb.on.ca | www.torontolandscorp.com



A subsidiary corporation of the TDSB Toronto District School

June 30, 2020

(Delivered via Email)

Kuru Satkunanathan Intern, Environmental Programs & Assessment, Metrolinx Environmental Programs and Assessment, Pre-Construction Services 130 Adelaide Street West Toronto, ON M5H 0A1

Dear Mr. Satkunanathan:

Re: Metrolinx Project: Ontario Line Project:
Potential Impacts and Associated Comments to Toronto District School Board Properties

Metrolinx has advised the Toronto Lands Corporation (TLC) of the proposed Ontario Line project, which when completed will be a 16 km transit route spanning from Ontario Place to the Ontario Science Centre, with links to GO Transit, Eglinton LRT, and TTC Lines 1 and 2.

Toronto Lands Corporation, as agent and manager of real estate for Toronto District School Board (TDSB), provides general commentary on the potential impacts of the Ontario Line project. Notwithstanding at this early stage of the project, site specific comments are not fully known until drawings are prepared and there has been public consultation with the school community.

In reviewing infrastructure projects, TDSB requires TLC to consider any student impact within 500 metres of a school property. In this case, based on the draft Existing Conditions Social-Economic Land Use report, dated May 5, 2020, provided by Metrolinx, there are fifteen TDSB school properties within the proposed general Metrolinx project route that will be impacted at various levels. It is evident numerous other schools may be impacted to a lesser degree during construction over the term of this project.

Preliminary list of Impacted TDSB Schools:

•	ALPHA Alternative Junior School – 20 Brant Street	Student Capacity: 175
•	Oasis Alternative Secondary School – 20 Brant Street	Student Capacity: (with ALPHA)
•	Downtown Alternative School – 85 Lower Jarvis Street	Student Capacity: 175
•	Market Lane Jr and Sr Public School – 246 The Esplanade	Student Capacity: 480
•	Pape Avenue Junior Public School – 220 Langley Avenue	Student Capacity: 509
•	Blake Street Junior Public School – 21 Boultbee Avenue	Student Capacity: 802

East Alternative School of Toronto - 21 Boultbee Avenue Student Capacity: (with Blake) Earl Grey Senior Public School – 100 Strathcona Avenue Student Capacity: 527 Jones Avenue Adult Centre – 540 Jones Avenue Student Capacity: 461 William Burgess Elementary School – 100 Torrens Avenue Student Capacity: 489 Valley Park Middle School – 130 Overlea Boulevard Student Capacity: 1,145 Marc Garneau Collegiate Institute – 135 Overlea Boulevard Student Capacity: 1,486 Thorncliffe Park Public School – 80 Thorncliffe Park Drive Student Capacity: 1,720 Fraser Mustard Learning Academy – 82 Thorncliffe Park Dr Student Capacity: 529 Gateway Public School – 55 Gateway Boulevard Student Capacity: 918

As Metrolinx completes the numerous infrastructure projects throughout the City it is always preferred that no TDSB sites are impacted. When these impacts are unavoidable, TLC will make best efforts to work collaboratively with Metrolinx and other public agencies to resolve these issues when identified.

Recognizing that this project is in the early design phase, TLC has reviewed the Metrolinx Reports, dated May and June, 2020, and has identified the following specific concerns that are related to preconstruction and during construction to the above schools which include, but not limited to this preliminary list which may be altered as more detailed project information and site specific requirements are released:

Socio-Economic EC Report – Existing Conditions

- Student safety is a critical component in any large infrastructure project where active long term
 construction is in close proximity to a school, notably the preparation and open cut construction for
 the transit stations and the open pit locations for the tunnelling machines.
- The fifteen (15) TDSB schools identified by Metrolinx to be impacted by this project have a
 combined capacity of over 9,400 students, with the majority of the students walking or using public
 transit on a daily basis to and from the schools plus numerous school bus drop-off and pick-ups
 twice daily. Many of these schools also have special needs students in attendance and day care
 operations that may require specific attention.
- Potential relocation of existing bus stops that service these schools, either permanently or during the construction period, will impact TDSB students and employees.
- The proposed raised monorail system of tracks at certain locations may have significant noise, vibration, and visual impacts to TDSB schools located in close proximity to this style of transit route.
- Two TDSB schools, Valley Park Middle School (130 Overlea Boulevard) and Marc Garneau Collegiate
 Institute (135 Overlea Boulevard) are highly likely to be directly impacted with the proposed design
 of the transit system. With over 2,500 students plus staff at these two schools, it is imperative to
 understand that if there is any impact, the schools must still be able to operate as there are no
 alternative educational buildings within this vicinity for any potential relocation in this densely
 populated area. (Noise and dust limitation strategies need to be considered)

Natural Environmental EC – Existing Condition and Early Works Report

- Potential for significant environmental damages to the Don Valley Corridor and City parks/ravines in the Thorncliffe Park area. Two TDSB schools, Valley Park Middle School (130 Overlea Boulevard) and Marc Garneau Collegiate Institute (135 Overlea Boulevard) will be directly impacted with changes to these sensitive land areas. (These areas also provide for educational opportunities for students.)
- Potential drainage and water flow that may impact outdoor school sports fields and arenas.
- Dependent upon works, potential drainage or water flow, sewers, etc. at various sites.

Traffic EC - Early Works Report

- Increased traffic congestion around some of the schools, especially at major intersections, will
 impact ability to commute and increase travel time delays for the student community and TDSB
 employees.
- Significant safety risks, notably the students walking to school, will exist due to increased traffic congestion.

Air Quality EC - Early Works Report

- Increased traffic congestion around some of the schools will impact pollution levels for the student community and TDSB employees.
- Use of heavy machinery and large scale construction methods such as digging, concrete pours, dump trucks will significantly impact pollution levels at nearby schools. Students may need to stay inside and not open windows during long periods of this construction phase.
- Inability to play during outdoor periods due to high level of pollution.

Noise and Vibration EC – Early Works Report

- Health concerns due to noise, vibration issues to the schools during the tunnelling phase of the project and during the construction of the transit stations.
- Inability to play during outdoor periods due to high level of noise.
- Impact on required student concentration eg. Exam time

Stage 1 Archeological Assessment Report – All Study Areas

There are potentially a number of TDSB schools located within the study areas. Should it be
determined that onsite studies are required on any TDSB property, such as a Phase 2 or Phase 3
Archeological Study, please be advised that Metrolinx and/or its contractors will require
approval and the execution of a temporary access agreement, prior to entry and works. Please
contact TLC with a list of any TDSB schools that require further archelogy study. (TLC will require
receipt of all studies and reports relating to TDSB sites.)

Cultural Heritage Report

This report outlines that there is the potential for cultural and/or heritage impacts at the following TDSB schools:

- OLN-008 Gateway Boulevard Public School 55 Gateway
- OLN-018 William Burgess Public School 100 Torrens Avenue
- OLN-004 Jones Avenue School 540 Jones Avenue
- OLS-011 Pape Avenue Jr. Public School 220 Langley Avenue
- OLW087 Brant Street Public School 20 Brant Street

The report mentions that these schools are not anticipated to be impacted by this project based on the preliminary design but there is potential for surface/above/below grade tracks in the vicinity and vibration. The report cautions that the project design is not finalized and there is the potential for significant impacts to these schools if the route changes, including property takings, encroachments, easements, and in the most severe case the demolition of the school.

TLC supports the recommendation from this report that the Ontario Line project route should avoid TDSB schools wherever possible. The above mentioned schools have a capacity of over 2,500 students and any recommendation or decision regarding impacts to TDSB schools should involve discussions with TLC and TDSB to ensure that the school can continue to effectively deliver its education program and the safety of the students.

Traffic and Transportation Report

This report outlines the potential impacts to traffic, transportation, public transit, cycling, and pedestrian travel from the Ontario Line. The report is incomplete as it is missing some analysis on the Ontario Line South and all of the analysis within the Ontario Line North, areas that have many TDSB schools. In reviewing the potential impacts and solutions, there is no reference to TDSB schools and the high number of students that travel to these schools, primarily walking but also using public transit and vehicles. Extra care and precautions, such as traffic police, crossing guards, construction hoarding, must be taken to ensure student safety during the lengthy construction period. As the actual subway route is unknown, these concerns are intensified the closer the construction is to the school.

Soil and Groundwater Report

No comments (at this time)

Air Quality Qualitative Assessment Report

No comments (at this time)

Summary of Comments:

All of the above factors could potentially impact student programming, learning and overall school operations. Therefore, TLC will request specific mitigation matters, at Metrolinx's sole expense, to address the aforementioned concerns that relate to all of the above reports that may include, but not limited to, pay duty officers/site managers to ensure the safety for students during peak hours, transportation to other schools, additional caretaking and cleaning time, additional hoarding (not construction fencing) and other walking safety installations (temporary sidewalks); noise and vibration continual monitoring with test reports, window protections or installation of air conditioning units, requests for specific site work to be completed, if possible, evenings, weekends, non-school days (for example, concrete pours), pre and post construction surveys and on-going monitoring, communication plans, request input to the transportation and construction management plan.

These comments are based upon disruptions and not a request for a school closure, temporary or permanent. It is imperative to understand that the students do not have alternative local locations for education and schools must remain open and remain in a position to deliver an education program.

General Statement: Real Estate Requirements from TDSB Property

The aforementioned comments relate to situations where there is no request for acquisition (temporary or permanent) of any TDSB real estate. In reviewing the reports provided by Metrolinx, it does not appear that the property requirements for the Ontario Line have been identified at this point. That said, TLC understands that property requirements for the Ontario Line may be requested and could include:

- Surface and sub-surface easements for the subway track and related components;
- Temporary working easements for construction staging;

 Fee simple acquisition for subway stations, ventilation shafts, traction power stations, and Emergency Exit Buildings.

Please be advised that should a request for a full, partial or strata property acquisition of land be initiated, the disposition of real estate will invoke Ont. Regulation 444/98 that specifically provides for the sale of property. Public consultation and TLC/TDSB Board approvals in accordance with section 193 of the Education Act are required as part of the disposition process. Metrolinx will be required to participate in public meetings in this regard. Any and all costs associated with an acquisition (temporary working easement or construction staging or permanent taking) will be at the sole expense of Metrolinx and in accordance with the Regulation, any potential sale (permanent or temporary) will be at market value.

The permanent or temporary request to acquire lands for the Ontario Line on any TDSB site will increase the project impacts to a school and the delivery of the educational program, including potential significant impact on the school playgrounds or sports fields. While it may appear from aerial views or property size that TDSB sites have open space, please understand that the open areas, playgrounds and sportsfields, are actively used all day from 8 a.m. to 6 p.m. for student educational requirements. For these reasons, TLC strongly recommends that the use of TDSB property be minimized wherever possible.

Construction management plans, traffic reports and any other documentation that may impact the construction at these school locations should be a public document and available to the TLC/TDSB. Communication and information sharing of reports will be beneficial to all parties.

These projects provide an opportunity for student learning in multiple education areas. TLC would look to the Metrolinx project leads to provide an educational component to students where a direct link to the actual project and a professional skill set or professional trade could be highlighted and allow students insight to potential careers and on-site demonstrations in these unique situations.

Should you have any questions or if Metrolinx requires access to the school properties, please contact to make the appropriate arrangements. At this time, with the potential for significant impacts at some of the TDSB schools, TLC requests that Metrolinx identify the schools that will be severely impacted and have a site meeting with each of these school communities or a webinar presentation. In addition, please continue to keep TLC posted as to project updates such as construction scheduling and future public webinars.

Sincerely,

Anita Cook
Executive Manager, Real Estate and Leasing

C: Daryl Sage Carlene Jackson Steve Shaw Kevin Bolger

Pam Foster, Director (A), Property Acquisitions – Subways and Rapid Transit Metrolinx Merlin Yuen, Project Coordinator, Environmental Programs & Assessment, Pre-Construction Crystal Ho, Junior Project Coordinator, Environmental Programs and Assessment

From: Ontario Line
To: Cook, Anita

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

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

Date: Friday, June 05, 2020 5:24:28 PM

Good afternoon Anita,

In addition to the reports sent yesterday, the following Ontario Line documents are available for your review. The reports and corresponding comment tracking sheets can be accessed.

- Draft Early Works Report; and
- Draft Cultural Heritage Early Works Report.

Please provide any comments on the above draft reports by end of day **July 3rd**. Let me know if you have any questions or issues with accessing the files.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: Ontario Line

Sent: June-04-20 6:20 PM

To: 'Cook, Anita' <ACook.TLC@tdsb.on.ca>

Cc: James Francis < James.Francis@metrolinx.com>; Rodney Yee < Rodney.Yee@metrolinx.com>; Maria Zintchenko < Maria.Zintchenko@metrolinx.com>; Laura Witherow < Laura.Witherow@metrolinx.com>; Merlin Yuen < Merlin.Yuen@metrolinx.com>; Kuru Satkunanathan < Kuru.Satkunanathan@metrolinx.com>

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

Good afternoon Anita,

Please find the following Ontario Line draft reports and memorandums, and corresponding comment tracking sheet for your review:

Ontario Line Existing Conditions (EC)

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

Ontario Line Early Works (EW)

- Air Quality Impact Assessment Memo
- Natural Environment Report

- Noise and Vibration Report
- Traffic Memo

If you could please provide your comments on the above draft reports and memorandums **by end of day July 2nd**, that would be greatly appreciated.

Let me know if you have any questions or issues with accessing the files.

Sincerely,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: Cook, Anita <<u>ACook.TLC@tdsb.on.ca</u>>

Sent: June-02-20 5:13 PM

To: Ontario Line < ontarioline@metrolinx.com>

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

Hello,

Yes, all documentation and requests with regards to Ontario Line, all Metrolinx projects should be sent directly to me, at:

Anita Cook, MBA, CRA, P.App | Senior Manager, Real Estate | Toronto Lands Corporation (TLC)

A wholly owned subsidiary of the Toronto District School Board 60 St. Clair Ave. East, Suite 201 Toronto, ON M4T 1N5

T: 416-393-0632 | acook.tlc@tdsb.on.ca | www.torontolandscorp.com

From: Ontario Line [mailto:ontarioline@metrolinx.com]

Sent: June 2, 2020 4:21 PM

To: Cook, Anita

Subject: FW: Ontario Line - Environmental Conditions and Early Works Draft Report Review

Good Afternoon Anita,

Please see the email below in regards to the Ontario Line. The original email sent to Erica Pallotta was bounced back. Please let us know if you are the appropriate TDSB/TLC contact for this project.

Thank you

From: Ontario Line

Sent: June-02-20 3:41 PM

To: 'erica.pallotta@tdsb.on.ca' < <u>erica.pallotta@tdsb.on.ca</u>>

Cc: James Francis < <u>James.Francis@metrolinx.com</u>>; Maria Zintchenko

<Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Laura Witherow

<<u>Laura.Witherow@metrolinx.com</u>>; Merlin Yuen <<u>Merlin.Yuen@metrolinx.com</u>>; Crystal Ho

<<u>Crystal.Ho@metrolinx.com</u>>; Kuru Satkunanathan <<u>Kuru.Satkunanathan@metrolinx.com</u>>

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

Good Afternoon.

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

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

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

Sincerely,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment

Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5

T: 416-202-1812

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

★ METROLINX

Technical Stakeholders

- Conservation Authorities
 - Toronto and Region Conservation Authority

Merlin Yuen
Alannah Slattery
Beth Williston; Maria Zintchenko; Crystal Ho; Rodney Yee; Ontario Line; Blacha, Madelin; Cooke, Nicole
RE: Ontario Line - Draft Early Works Report and Draft Natural Environment Early Works Report
Friday, January 29, 2021 3:52:39 PM
imace002.pnq
IRCA_DraftExhEWR_MXResponse_20200129.pdf

Good afternoon Alannah,

Thank you for providing your comments to the Exhibition Station Early Works Report. Please see attached a response letter that addresses the TRCA's comments provided on January 11, 2021. Note that our team will be providing an updated comment response sheet for the other comment response sheet also circulated January 11, 2021 - the comments on that sheet pertain to the Lakeshore East and Lower Don Bridges EWRs and we will respond as part of the circulation of those reports at a later date.

Let me know if there are any outstanding comments following this circulation, otherwise we'd appreciate if your team can document this set as closed off. We look forward to continuing to work collaboratively with the TRCA as the project progresses.

Regards,

MERLIN YUEN

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



January 29, 2021

Alannah Slattery Planner, Infrastructure Planning and Permits Development and Engineering Services Toronto Region Conservation Authority

RE: Ontario Line Project - Response to Toronto Region Conservation Authority Comments on the Draft Exhibition Station Early Works Report

Dear Alannah Slattery,

Thank you for your letter dated January 12, 2021 outlining the Toronto Region Conservation Authority's (TRCA) comments on the Draft Exhibition Station Early Works Report (EWR) for the Ontario Line Project. We appreciate the detailed review and feedback.

Metrolinx acknowledges TRCA's design recommendations related to eco-efficiency, solid waste management and stormwater. As Exhibition Station early works do not include the future Ontario Line Exhibition Station itself, these recommendations will be considered as part of the ongoing Ontario Line Exhibition Station planning and design development. The "Low Impact Development Stormwater Management Planning & Design Guide (2010)" has been included in the mitigation measures for hydrology and surface water-related impacts outlined in the Exhibition Station Early Works EWR.

Metrolinx also acknowledges the general geotechnical requirements that TRCA provided and will consider these as part of ongoing early works and Ontario Line Exhibition Station design development.

The Exhibition Station early works project footprint will be confined largely to the existing rail corridor) and portions of immediately adjacent properties to the north. As a result, no impacts to the Lake Ontario shoreline are anticipated and coastal assessment is not required.

Metrolinx looks forward to working with the TRCA as Project planning and design continue. Please do not hesitate to contact me if you have any questions.

Regards,

Rodney Yee

Podrey Yee

Project Manager, Environmental Programs and Assessment Metrolinx

Beth Williston, TRCA cc: Maria Zintchenko, Metrolinx

Merlin Yuen, Metrolinx Crystal Ho, Metrolinx

97 Front Street West 416.874.5900 Toronto, ON M5J 1E6 metrolinx.com

Rodney Yee Alannah Slattery: Ontario Line Beth Willistory: Maria Zintchenko; Merlin Yuen; Crystal Ho RE: Ontario Line- Draft Exhibition Place Early Works Report - TRCA Response Tuesday, January 12, 2021 2:34:20 PM TRCA Letter - Draft Exhibition Place (12Jan21).pdf image002.nng image003.nng To: Cc: Subject: Date: Attachments:

Thanks you, Alannah. Our team will provide responses to your comments shortly.

RODNEY YEE, P.Geo.
Project Manager – Environmental Programs & Assessment 130 Adelaide Street West | Toronto | Ontario | M5H 3P5 T: 416-202-4516 C: 647-802-6710

From: Alannah Slattery <Alannah.Slattery@trca.ca>

Sent: January-12-21 2:31 PM

To: Rodney Yee <Rodney.Yee@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>

Cc: Beth Williston <Beth.Williston@trca.ca>

Subject: Ontario Line- Draft Exhibition Place Early Works Report - TRCA Response

Good afternoon Rodney,

Please find attached TRCA's response to the Draft Exhibition Place Early Works Report.

Please feel free to contact me should you have any questions.

Kind regards, Alannah

Alannah Slattery, BES, MCC

Planner
Infrastructure Planning and Permits I Development and Engineering Services Division

T: (416) 661-6600 E: alannah.slattery@trca.ca

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca

I am currently working remotely 7:30 am - 3:30 pm Monday to Friday.



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January 12, 2021 CFN 62384

BY E-MAIL ONLY (Rodney.Yee@metrolinx.com, ontarioline@metrolinx.com)

Rodney Yee Project Manager – Environmental Programs & Assessment Metrolinx 130 Adelaide Street West Toronto ON M5H 3P5

Dear Mr. Yee,

Re: Draft Exhibition Place Early Works Report – Review

Transit Project Assessment Process (TPAP)

Metrolinx Ontario Line – between Ontario Science Centre and Ontario Place

Don River Watershed; City of Toronto – Toronto and East York

Toronto and Region Conservation Authority (TRCA) staff received the draft Exhibition Place Early Works Report (November 2020) for the above-noted project on November 30th, 2020.

PROJECT OVERVIEW

TRCA staff understands that this undertaking involves building on the previous TTC Relief Line South concept, by expanding north of Pape Station to the Ontario Science Centre, and west of Osgoode Station to Exhibition/Ontario Place. The proposed project is a new approximately 16 km subway line along a dedicated right-of-way with a combination of elevated, tunneled and at-grade segments. The Early Works components of the project are proposed to proceed before the completion of the Ontario Line assessment process. Early Work are considered to be of strategic importance to enabling the timely implementation of the Project. The Early Works are proposed to be undertaken at four locations, three of which are regulated: Exhibition Station (not regulated), Lower Don River Crossing, East Harbour Station, and along the Lakeshore East Joint Corridor between Eastern Avenue and Carlaw Avenue.

The Exhibition Place Early Works will include modifications and improvements to the existing Exhibition GO Station, including extension of the existing passenger tunnel, construction of vertical accesses, construction of a new north platform, shifting of the two northern-most GO tracks, construction of a temporary pedestrian bridges, and relocating utilities.

PROJECT REVIEW

The purpose of the draft Exhibition Place Early Works Report is to summarize the local environmental conditions within the Exhibition Place project area. It also provides an assessment and evaluation of the impacts that the Early Works might have on the environment. Based on the potential impacts, a description of mitigation measures and monitoring activities are outlined.

As indicated above, the Exhibition Station project area is not regulated by TRCA. Notwithstanding the foregoing, TRCA recommends that the design for the proposed project components include mechanisms for water conservation, energy conservation and waste management, such as:

- Eco-Efficiency: Ensure the facility equipment and operations can minimize energy and water use and GHG emissions;
- Solid Waste Management: Ensure that construction of the facility minimizes the generation of solid waste and:
- Stormwater: Ensure that the project minimizes runoff using LID's where appropriate and enhances the urban tree canopy.

As the project area is not regulated by TRCA, the Stormwater Management Review is deferred to the City of Toronto. TRCA staff recommend that Metrolinx include the TRCA and area conservation authorities "Low Impact Development Stormwater Management Planning & Design Guide (2010)" as a reference/guideline for design of project components, to mitigate stormwater quality and quantity impact. This document has been designed to provide engineers, ecologists and planners with up-to-date information and direction on how to plan and design storm water management facilities that will eventually have relatively low impacts on the environment. The purpose of the guideline is to help ensure the continued health of the streams, rivers, lakes, fisheries and terrestrial habitats in our respective watersheds. Staff recommend that Metrolinx consider incorporating some of these LID design measures into the design of the facility wherever possible. Please refer to the TRCA Sustainable Technologies Evaluation Program website for the report (www.sustainabletechnologies.ca).

TRCA staff have no geotechnical comments for the proposed works at this stage. The geotechnical review will continue upon receipt of further geotechnical assessments in support of the detailed design. The following are general geotechnical requirements to inform the detailed design:

- 1. Site specific geotechnical study to assess the ground condition, and to develop the pertinent geotechnical design recommendations in support of the proposed works;
- 2. Design of engineering elements of proposed works using the geotechnical information;
- 3. Develop all engineering drawings, documentations, reports, design briefs and specifications as per the detailed design;
- 4. Geotechnical review of grading, earthworks, and disturbed areas including verifying global slope stability for a minimum factor of safety of 1.5;
- 5. Develop appropriate construction methodology including all required provisions and alterations;
- 6. Monitor adjacent ground, structures and infrastructures and develop mitigative measures, once applicable.

It should be noted that our review does not cover any potential coastal assessments and design, which may be needed in support of the proposed works.

TRCA as an organization is very supportive of transit development and encourages agencies and municipalities to develop sustainable transportation options in their planning and development of sustainable communities. The TRCA Living City Polices (LCP Section 6.4, 6.7 and 6.8) promotes and advocates the incorporation of sustainable transportation policies, green infrastructure and ecological design into community development and infrastructure building. TRCA staff appreciate the opportunity to review and provide feedback on these Early Works Reports.

Should you have any questions or require any additional information please contact me at alannah.slattery@trca.ca.

Regards,

Alannah Slattery

Planner, Infrastructure Planning and Permits **Development and Engineering Services**

BY E-MAIL

TRCA: Beth Williston, Associate Director, Infrastructure Planning and Permits

Attachments:

Rodney Yee Alannah Slattery; Ontario Line Beth Williston; Mana Zintchenko; Merlin Yuen; Crystal Ho RE: Ontario Line - Draft Early Works Report and Draft Natural Environment Early Works Report Monday, January 11, 2021 2:51:49 PM

image003.png image001.png

Thank you Alannah, our team will provide responses to your comments shortly.

RODNEY YEE, P.Geo.

Project Manager – Environmental Programs & Assessment Metrolinx 130 Adelaide Street West | Toronto | Ontario | M5H 3P5 T: 416-202-4516 C: 647-802-6710

From: Alannah Slattery <Alannah.Slattery@trca.ca>

Sent: January-11-21 2:03 PM

To: Rodney Yee <Rodney.Yee@metrolinx.com>; Ontario Line <ontarioline@metrolinx.com>

Cc: Beth Williston <Beth.Williston@trca.ca>

Subject: Ontario Line - Draft Early Works Report and Draft Natural Environment Early Works Report

Good afternoon Rodney,

Please find attached TRCA's responses to Metrolinx's comments on the Draft Early Works Report and Draft Natural Environment Early Works Report. For your convenience, a Word Natural Environment Early Works Report and Draft Natural Environment Early Works Report. For your convenience, a Word Natural Environment Early Works Report and Draft Natural Environment Early Works Report. For your convenience, a Word Natural Environment Early Works Report and Draft Natural Environment Early Works Report. For your convenience, a Word Natural Environment Early Works Report and Draft Natural Environment Early Works Report. For your convenience, a Word Natural Environment Early Works Report and Draft Natural Environment Early Works Report Natural Early Works Report Natural Environment Early Works Repoversion of our comment table is attached for you to include detailed responses for each TRCA comment.

Please feel free to contact me should you have any questions.

Kind regards,

Alannah

Alannah Slattery, BES, MCC

Infrastructure Planning and Permits I Development and Engineering Services Division

T: (416) 661-6600 E: alannah.slattery@trca.ca

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca

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APPENDIX A: TRCA COMMENTS AND PROPONENT RESPONSES

TRCA staff received the draft Early Works and Draft Natural Environment Early Works Reports for the above-noted project on June 5th, 2020. TRCA staff provided comments on the reports on July 6th, 2020. On November 27th, 2020, Metrolinx provided comment responses to TRCA comments which have been reviewed by TRCA staff.

ITEM	DOCUMENT	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE (November 27 2020)	TRCA Comments (January 11, 2021)
1.	Draft Early Works Report (July 2020)	We had expected that our comprehensive feedback provided on the conceptual design on April 15, 2020, as well as previous studies, like SmartTrack, would be incorporated into these reports. Since those comments have yet to be addressed, they are being reiterated in this table. Where applicable, we have incorporated and responded to Metrolinx responses to TRCA's conceptual design comments. Ideally our comments will be incorporated into the documents prior to public review; however, if this is not possible due to time constraints, please confirm how our comments on the draft Early Works Reports will be addressed. If Metrolinx is unable to address TRCA comments at this stage, commitments to address comments should be added to the reports or provided in a separate memo. TRCA support and sign-off is based on addressing, or committing to address, our comments to the satisfaction of TRCA. Please identify in your responses where changes have been incorporated in the analysis or design.	Comment noted. TRCA feedback has been applied to the draft Early Works Reports where applicable. Metrolinx looks forward to continued engagement with TRCA as project planning progresses.	TRCA staff look forward to reviewing the updated Early Works reports. Please identify in your responses where changes have been incorporated in the analysis or design. As previously mentioned, if Metrolinx is unable to address TRCA comments at this stage, commitments to address comments should be added to the reports or provided in a separate memo. TRCA support and sign-off is based on addressing, or committing to address, our comments to the satisfaction of TRCA.
2.	Draft Early Works Report (July 2020)	It is our understanding that these Early Works documents are the only documentation proposed for these works; however, TRCA staff do not have sufficient details of the proposed works. The design of the East Harbour Station, for example, is not described; instead, reference is made to previous studies with the assumption that agencies have the details of that study. Considering that this EA is not an addendum to the Smart Track project, it is imperative that the full extent of the works be described in detail in the current reports.	Additional detail has been provided in updated draft reports, including conceptual design plans for Exhibition Station early works. Assessment of early works at the Lower Don Bridges and East Harbour Station is now documented in separate reports.	TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station which will incorporate the feedback TRCA has provided to Metrolinx and will describe the full extent of the works in detail. TRCA staff note that we are receipt of the draft Exhibition Place Early Works review and will be providing comments under separate cover.
3.	Draft Early Works Report (July 2020)	The Early Works document does not incorporate the significant feedback TRCA has already provided regarding the Lower Don Crossings and East Harbour Station. Both the Lower Don Crossing and the East Harbour Station are located in the existing and future floodplain of the Lower Don. It is critical that the design and implementation of the Early Works does not negatively impact the implementation of flood protection in the Lower Don. There are multiple projects being simultaneously designed in parallel in this area. The Early Works document needs to describe how the Lower Don Crossings and East Harbour Station interfaces with these projects, which include the Port Lands Flood Protection project, Broadview and Eastern Flood Protection EA, and Broadview and Commissioners Class EA.	The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports.	This comment remains outstanding. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station which will incorporate the feedback TRCA has provided to Metrolinx and will describe how the Lower Don Crossings and East Harbour Station will interface with the multiple projects being simultaneously designed in this area.

ITEM	DOCUMENT	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE (November 27 2020)	TRCA Comments (January 11, 2021)
4.	Draft Early Works Report (July 2020)	Staff strongly recommends a joint meeting with Metrolinx, TRCA, Waterfront Toronto and the City of Toronto early in the process as there are currently numerous major City building and infrastructure projects in the vicinity of the Lower Don River crossing. One of TRCA's strategic objectives is to help our partners channel joint efforts and implement projects that are efficient and mutually cost-beneficial. Bearing in mind the varying project timelines, costs of flood proofing, duplication of efforts and shared benefits, it may be worthwhile for the Metrolinx, the City, TRCA, Waterfront Toronto and other affected agencies to join efforts to address the current flooding issues in a timely manner and achieve shared benefits. While preliminary hydraulic models suggests it is feasible to provide flood protection on the north side of the tracks, there is currently no approval or funding for this proposal and, as such, there is no proposed timeline for implementation of flood protection. The flood protection solution would also require approval through a Class Environmental Assessment (EA) process among other studies prior to implementation. We acknowledge that Metrolinx's design team is in the process of setting up a serious of meetings. TRCA staff look forward to future meetings, particularly one prior to the release of these reports to the public.	The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports. Metrolinx will continue to engage with TRCA to ensure collaboration between projects in vicinity of the Lower Don Bridges and East Harbour. Metrolinx looks forward to continued close collaboration with TRCA as project planning advances.	TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station which will incorporate the feedback TRCA has provided to Metrolinx. TRCA staff look forward to continuing to collaborate with Metrolinx, Waterfront Toronto and the City of Toronto.
5.	Draft Early Works Report (July 2020)	The East Harbour Station is located in the Don River Valley, Special Policy Area (SPA) and flood plain. TRCA completed the Don Mouth Naturalization and Port Lands Flood Protection Project EA (DMNP EA (2015)) that identified a preferred alternative for flood protection on the eastside of the Don River which will address current flooding on the First Gulf Property and into the South Riverdale communities to the east by implementing flood protection measures on the south side of the elevated railway embankment. Depending on the timelines for the station construction, Metrolinx will be required to address existing flood plain management requirements if the station is developed and implemented prior to implementation of the flood protection at this location. It is also important to note that although the rail embankment and areas south of the rail corridor may no longer be subject to flooding once the implementation of the Port Lands flood protection works, areas north of the tracks will remain in the flood plain and vulnerable to flooding even with a complete implementation of the preferred alternative in the DMNP EA (2015).	Comment noted.	No further comment.

ITEM	DOCUMENT	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE (November 27 2020)	TRCA Comments (January 11, 2021)
6.	Draft Early Works Report (July 2020)	Please discuss the timing of constructing the Lower Don River Crossing and the proposed construction of the Lower Don River Crossing, and East Harbour Station. If the timing of construction of the Lower Don River Crossing and East Harbour Station is before the proposed flood remediation works, then the updated and improved floodplain can be used in all future analysis.	Metrolinx will continue to engage with TRCA to ensure collaboration between projects in vicinity of the Lower Don Bridges and East Harbour. Metrolinx looks forward to continued close collaboration with TRCA as project planning advances.	This comment remains outstanding. Please update the Early Works reports to discuss the timing of construction for the Lower Don River Crossing and the East Harbour Station.
7.	Draft Early Works Report (July 2020)	Depending on the timing of Early Works, if they are built prior to the Gardiner and flood protection infrastructure, the impact of flooding must be considered. It should be identified who will be affected if there is a flood and who will be responsible for dealing with flood conditions during that time. This should be discussed at the requested joint meeting and/or added as a commitment in the report.	Potential impacts to floodplain and appropriate mitigation measures will be included in the updated draft reports. Metrolinx will continue to consult with TRCA as the design advances and construction details become available.	This comment remains outstanding. TRCA staff look forward to receiving the updated reports which will include potential impacts to floodplain and appropriate mitigation measures.
8.	Draft Early Works Report (July 2020)	There was no mention of potential effects and mitigation measures based on the following items: a) Approved Don Mouth Naturalization and Port Lands Flood Protection Project: Key flood protection measures have been authorized to tie-in with the existing railway embankment at Don Roadway and Eastern Avenue Underpass; b) Completed Lower Don River West Remedial Flood Protection Project: Flood Protection Landform in West Don Lands has specific tie-in and grading requirements that must be retained where the railway meets the flood protection; c) Port Lands and South of Eastern Master Plan Class EA - requires a new Broadview underpass with expanded flood protection tie-ins and drainage with the railway embankment; and, d) Gardiner Expressway EA - requires opening of bridge crossing on east side of Don River through railway embankment to accommodate Hybrid 3 option. Please update this chapter to add this information.	The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports. These updated draft reports will be revised to include the list of studies reviewed.	This comment remains outstanding. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station. Please ensure that the reports address the potential effects and mitigation measures in regard to items a-d listed in the original comment.
9.	Draft Early Works Report (July 2020)	Considering the biggest concern at the three Early Works locations is surface flooding, Section 4 of the report should be updated to include a discussion of surface flooding, similar to what is included for soils, groundwater, or other environmental conditions.	An additional section on surface water, groundwater, and soils has been included in the revised report to present predicted impacts and prescribe mitigation.	This comment remains outstanding. TRCA staff look forward to reviewing the revised section of surface flooding in the updated reports.
10.	Draft Early Works Report (July 2020)	TRCA staff understand that the Early Works are proposed to be undertaken at four locations: Exhibition Station, Lower Don River Crossing, East Harbour Station, and along the Lakeshore East Joint Corridor between Eastern Avenue and Carlaw Avenue. While the Exhibition Station study area is not regulated by TRCA, the other three locations are regulated and will be the focus of our comments. Figure 1-3 shows that the footprint of the Lower Don River Crossing ends south of the Richmond Hill Corridor tracks. As such, impacts to the West Don Flood Protection Landform were not included in this review. However, TRCA staff will need to see the impact study for the Richmond Hill Corridor works to confirm that	The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports. Text regarding the West Don Flood Protection Landform will be included in the Lower Don Bridges EWR. Commitment to future SWM report can be added to the EWR.	This comment remains outstanding. TRCA staff look forward to reviewing the Lower Don Bridges Early Works report when available. Please ensure that text regarding the West Don Flood Protection Landform is included.

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		there are no impacts to the West Don Flood Protection Landform. The hydraulic assessment will need to show that the floodplain impacts resulting from the Lower Don Crossing Early Works will not negatively impact the function of the West Don FPL. Please confirm when we can expect to see these works.		
11.	Draft Early Works Report (July 2020)	Section 3.3 identifies that the "initial preferred design (IPD)" for the station was developed as part of the SmartTrack Stations EPR and that a number of changes are being proposed to integrate Ontario Line with the station. However, the IPD is not provided as part of the report and therefore cannot be reviewed. Critical information, like the design of the station, should be provided for review and TRCA staff await further details on the station design.	East Harbour Station is not included in the current Early Works Report, however, the concept design plan will be included in the updated draft report documenting impacts and mitigation at East Harbour.	This comment remains outstanding. TRCA staff look forward to receiving the concept design plan within the update draft report documenting impacts and mitigation at East Harbour.
12.	Draft Early Works Report (July 2020)	Please note that there is a possibility that sections of this line will still be susceptible to flooding. Our preference is to avoid locating the main station entrances in flood vulnerable areas, and that those entrances are subject to flood proofing requirements. Ingress and egress for new buildings should ensure that vehicular and pedestrian movement is not prevented during times of flooding.	A SWM report will be developed to understand potential flood impacts. A future commitment has been added to the EWR to address this.	This concern remains outstanding. TRCA staff look forward to receiving the Stormwater Management Report in the future.
13.	Draft Early Works Report (July 2020)	The Lower Don River Crossing and East Harbour Station are located within the Lower Don Special Policy Area. As such: a) Ingress and egress for all buildings within the flood plain lands shall be "safe." Pursuant to provincial floodproofing standards, and/or achieve the maximum level of flood protection determined to be feasible and economically viable such as at grade with street related access points; b) Developments must be floodproofed to the Regional floodplain if possible. If that is not possible, an iterative approach will be accepted to a minimum floodproofing standard of the 350-year storm event; c) The Lower Don floodplain is modelled in Mike Flood 2D. Any fill and floodproofing that is proposed to be undertaken within the floodplain must undergo an offsite impact assessment in Mike Flood 2D. TRCA will not accept development that results in offsite floodplain impacts.	The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports. These updated draft reports will be updated to include text regarding the Lower Don Special Policy Area. Future commitment to confirming impacts within this policy area can be added.	These concerns remain outstanding. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station which will address comments a,b,c in the original comment.
14.	Draft Early Works Report (July 2020)/ Draft Natural Environment Early Works Report (July 2020)	Various references are made in the report to the limited habitat and connectivity functions of the Lower Don River. However, it should be noted that within a highly urbanized context these communities have a greater significance and value than they would in a less urban landscape. While this may not impact the project's viability, its importance based on landscape level considerations should be considered and a compensation strategy will be required that reflects the increased importance of anthropogenic urban ecological communities. Please update the report accordingly to reflect the important functions of the existing	The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports. These updated draft reports will be updated to include description of the importance of the Don River valley as a wildlife corridor and compensation for potential effects on the Urban River Valley and mitigation to address potential	This concern remains outstanding. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station which will incorporate the feedback TRCA has provided to Metrolinx regarding wildlife and the importance of the connectivity functions of the Lower Don river.

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		features.	effects on habitat connectivity.	
15.	Draft Early Works Report (July 2020)/ Draft Natural Environment Early Works Report (July 2020)	Similar to the previous comment, the Don Valley provides an important function as a wildlife corridor within the highly urban local landscape. Design considerations should be analyzed within this local landscape context and should not impair ecological connectivity.	The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports. These updated draft reports will be updated to include description of the importance of the Don River valley system in an urban setting, and considerations for maintaining or enhancing connectivity during Detailed Design. Design considerations will be discussed during the Detailed Design phase.	This comment remains outstanding and we note that MX has deferred this requirement to detailed design. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station which will incorporate the feedback TRCA has provided to Metrolinx regarding ecological connectivity.
16.	Draft Early Works Report (July 2020)/ Draft Natural Environment Early Works Report (July 2020)	The effects tables indicate that compensation will be coordinated with the City of Toronto. Please ensure that TRCA is included in these discussions. It is important to note that TRCA will only consider compensation if it has been demonstrated that losses are unavoidable. Should no other alternatives be feasible, these losses will need to be quantified. In the absence of a finalized Metrolinx compensation strategy, ecological compensation should be based on TRCA's Guideline for Determining Ecosystem Compensation.	Metrolinx looks forward to developing potential vegetation compensation opportunities in discussion with TRCA.	Wherever impacts to natural heritage system cannot be avoided, TRCA will work with MX to identify options for compensation to ensure no net loss as a result of this project through the TRCA Guidelines for Determining Ecosystem Compensation or through Metrolinx's Vegetation Management Guidelines.
17.	Draft Early Works Report (July 2020)	Please note that our objective at TRCA is to minimize the required number of crossings through valley corridors. The Early Works component of the Ontario Line project includes the Lower Don River Crossing at the GO tracks. For each crossing, Metrolinx must demonstrate that there are no significant impacts to flooding as a result of the crossing. The TRCA Stormwater Management Criteria (TRCA, 2012) must be met - documents are available online at http://sustainabletechnologies.ca/wp/wp-content/uploads/2013/01/SWM-Criteria-2012.pdf TRCA received feedback from Metrolinx indicating that the studies will be undertaken. Please conduct a hydraulic assessment in Mike Flood 2D for the Lower Don Crossing. In order to obtain TRCA support, we require not just that the study be conducted, but that it demonstrates no floodplain impacts, and that all necessary project design changes will be made to demonstrate this.	During detailed design and prior to construction, a Stormwater Management Report will be completed to determine potential effects and mitigation measures. The report will be completed in consultation with TRCA and the MECP. Stormwater management design will consider guidance provided by the MOECC Stormwater Management Planning and Design Manual (2003) and MTO Drainage Management Manual (2008), TRCA Storm Water Management Criteria (2012), and the Low Impact Development Stormwater Management Planning and Design Guide (TRCA/Credit Valley Conservation, 2010).	This comment remains outstanding and we note that MX has deferred this requirement to detailed design. TRCA staff look forward to receiving the Stormwater Management Report. Please conduct a hydraulic assessment in Mike Flood 2D for the Lower Don Crossing. In order to obtain TRCA support, we require not just that the study be conducted, but that it demonstrates no floodplain impacts, and that all necessary project design changes will be made to demonstrate this.
18. 1	Draft Early Works Report (July 2020)	We recommend that Metrolinx situate and design the works appropriately in line with the necessary technical studies - fluvial geomorphic processes (cross perpendicular to the stream, cross on as straight a reach as possible), meander belt and erosion studies (100 year erosion limit where meander belt is not possible),	A future commitment will be added to the Early Works Reports and Environmental Impact Assessment Report for these requested studies to be completed during detailed design, as required.	This comment remains outstanding and we note that MX has deferred this requirement to detailed design. TRCA staff look forward to receiving the geotechnical and slope stability assessments for all crossings.

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		geotechnical (grading and retaining walls for tracks), etc. All crossings including their grading and earthworks needs geotechnical and slope stability assessment. The geotechnical design will be also be needed in support of the proposed crossings.		
19.		 2 new bridge spans are proposed over the Don Valley Parkway and Don River on either side of the existing CN bridge for the Ontario Line tracks, including pedestrian/cycling facilities. It is understood that the existing bridge abutments will be expanded on both sides to accommodate these additional spans. a) Please confirm the widths of the proposed bridges, as well as the total width of the crossing once complete. We understand that as of June 25, 2020 these details have not yet been finalized. TRCA staff will need to see these details to confirm that there are no adverse impacts to the floodplain. 	The design details referenced are currently being advanced and will be shared with TRCA as they become available.	This comment remains outstanding. TRCA staff look forward to receiving the design details of the proposed bridges.
		b) Please confirm any modification/changes/extensions to the abutments, piers, wingwalls and their potential impacts. We understand that as of June 25, 2020 these details have not yet been finalized. TRCA staff will need to see these details to confirm that there are no adverse impacts to the floodplain.	The design details referenced are currently being advanced and will be shared with TRCA as they become available.	This comment remains outstanding. TRCA staff look forward to receiving the design details of the abutments, piers, wingwalls and their potential impacts.
	Draft Early Works Report (July 2020)	c) The geotechnical design is needed for the abutments, foundations, earthworks for the approach embankment as well as any other means and methods (both temporary and permanent) to facilitate the works, which can result in the alteration of the surrounding area. We appreciate that geotechnical investigations will be undertaken and the results will inform the design. We reiterate that this should be done at this stage of the study.	Metrolinx design teams are advancing geotechnical field investigations as required to inform design decisions at this location and results can be shared with TRCA as they become available.	This comment remains outstanding. TRCA staff will continue the geotechnical review once we receive the results of the geotechnical field investigations as they become available.
		d) The proposed bridge abutments appear to increase flood elevations in the hydraulic model in some critical locations. In particular, expanding the spill extents in the east don lands is problematic. Metrolinx should design the bridge structures to maintain base flood elevations and extents in the key areas. Key areas include the West Don Lands FPL tie off point, BEFP FPL Phase 1, spill through Eastern Ave, BMW Lands, Metrolinx bridge soffits, and Unilever FPL. We understand that the Waterfront Toronto model will be used as the base condition, and that the proposed condition model will incorporate bridge abutments and rail corridor embankments. As indicated in the June 25, 2020 response, we look forward to reviewing the model and flood elevation difference map between the base condition and proposed condition within the entire	The design details referenced are currently being advanced and will be shared with TRCA as they become available.	This comment remains outstanding. TRCA staff look forward to receiving the design details of the proposed bridges when available.

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		floodplain.		
		e) The proposed FPLs on the east side of the Don River (both south and north of the tracks) and the Port Lands sediment control area on the southwest side of the bridge need to be considered in the development of options. Metrolinx has acknowledged this comment but TRCA would like to see a commitment to this effect in the report. For TRCA to support these works, we must confirm that there are no adverse impacts to these flood protection initiatives.	The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports. These updated draft reports will be updated to include a future commitment to consider the proposed FPLs on the east side of the Don River, and the Portlands sediment control area.	This comment remains outstanding. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station. Please ensure that these reports are updated to include a commitment from Metrolinx to consider the proposed FPLs on the east side of the Don River, and the Portlands sediment control area. For TRCA to support these works, we must confirm that there are no adverse impacts to these flood protection initiatives.
		f) We understand that property needs will be assessed as part of detail design, but the abutments for these structures should avoid encroaching on TRCA property.	Metrolinx will seek to avoid encroachment to the extent possible.	No further comment.
20.	Draft Early Works Report (July 2020)	With regards to utility and other infrastructure relocation, staff notes that there are several other infrastructure and utilities including watermains, hydro utilities, etc., owned by other agencies that may need to be relocated to facilitate this project. Please confirm if this infrastructure and utility works will be undertaken by Metrolinx (or contractor) as part of this project as well as the timelines for these works. We understand that consultation with the various stakeholders is ongoing. It is important to note all early/enabling works, and if some of the works will be undertaken by other proponents (municipalities and companies) as these other proponents may be subject to TRCA Regulatory requirements. In addition, it will be important to confirm these details to provide adequate time for permitting and implementation to avoid overall project delays. Please include this item in the future commitments section within the report.	The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports. These updated draft reports will be updated to include a future commitment will be added to review utility relocations and continue coordination with TRCA and other affected stakeholders.	This comment remains outstanding. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station. Please ensure these reports include details regarding utility relocations and infrastructure relocation within the future commitments section of the report.
21.		A multi-use path and pedestrian crossing is proposed as part of the two new bridges crossing the Lower Don. TRCA questions the need for the bridge on the south side. Our preference is to avoid multiple crossings in close proximity to each other over watercourses.	Design options for the Lower Don Bridges are under development in collaboration with TRCA and will continue to be shared with TRCA for review and comment.	This concern remains outstanding. TRCA staff look forward to continuing to collaborate with Metrolinx on the design for the Lower Don Bridges. Comments on the latest update of the Lower Don Bridges will be provided under separate cover.
	Draft Early Works Report (July 2020)	In line with TRCAs The Living City Policies, in order to support the proposed new, replacement, or expanded infrastructure, it must be demonstrated through technical studies completed by a qualified professional in accordance with TRCA standards and to the satisfaction of TRCA that: • there will be no increase in risk associated with flood hazards and erosion hazards to upstream or downstream		

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		 properties within valley and stream corridors; infrastructure has been designed in a manner that minimizes the number of crossings and areas to be disturbed by infrastructure within valley and stream corridors, maintains the predevelopment configuration of the flood plain, valley or stream corridors, and does not prevent access for maintenance, evacuation or during an emergency; the works will not result in unacceptable impacts to flood storage and conveyance upstream or downstream of the site; and, considerable effort is put towards alleviating the current erosion and flood risk to affected properties through innovative means including possible acquisition of floodplain lands for remediation and or re-naturalization of the valley. Metrolinx indicated that design investigations will include a review of floodplain and slope impacts. TRCA staff will need to see these details to confirm that there are no adverse impacts. 		
22.	Draft Early Works Report (July 2020)	Stairs/ramps will be necessary for pedestrians/cyclists to exit the new crossings over the Lower Don. We appreciate that infrastructure conflicts will be reviewed as part of detail design (and should be included in the commitments section). TRCA staff will need to see details on how the stairs/ramps for these pathways, west of the Don River, will interface with the West Don FPL and the future Wilson Yard. Our preference is to avoid siting additional infrastructure in this area as there are already essential project needs (sediment management area, Gardiner Expressway relocation, Wilson Yard improvements) that have not been designed and/or implemented, and this proposal could pose conflicts. Space in this area for additional infrastructure is already limited and will be more so once the above-noted initiatives are built.	Design options for the Lower Don Bridges are under development in collaboration with TRCA and will continue to be shared with TRCA for review and comment.	This concern remains outstanding. TRCA staff look forward to continuing to collaborate with Metrolinx on the design for the Lower Don Bridges. Comments on the latest update of the Lower Don Bridges will be provided under separate cover.
23.	Draft Early Works Report (July 2020)	Similar to the previous comment, the location of the pathway exits on the east side of the Don River could be potentially in-line with the future flood protection options. When considering design options for the pedestrian/cycling crossings, please ensure that exits are placed east of the crest to ensure it is on the dry-sided slope of the feature and away from the clay core. It was indicated at a workshop for the previous study (SmartTrack) that there is interest in repositioning the Don pathway further east so as to match up with site lines between future buildings. This will minimize risk and reduce footprints on the potential flood	Design options for the Lower Don Bridges are under development in collaboration with TRCA and will continue to be shared with TRCA for review and comment. A future commitment regarding a review of infrastructure conflicts will be added to Lower Don Bridges EWR mitigation table.	This concern remains outstanding. TRCA staff look forward to continuing to collaborate with Metrolinx on the design for the Lower Don Bridges. Comments on the latest update of the Lower Don Bridges will be provided under separate cover.

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		protection options. Moving the pathway further to the east will make space for the repositioning of the PS as indicated above. Metrolinx indicated that infrastructure conflicts will be reviewed as part of detailed design. Please include this in the commitments		
24.	Draft Early Works Report (July 2020)	Metrolinx will need to demonstrate that the potential stairs/ramps will not cause negative offsite hydraulic impacts. In addition, any features that require filling or re-grading to achieve compliance with flood depth and velocity criteria shall not be permitted unless it has been demonstrated in an environmental study or technical report that can satisfy TRCA staff that this filling or grading will not result in adverse impacts on the flooding and erosion, or increase the risk to public safety, or the susceptibility to natural hazards is not increased and no new hazards are created.	Design options for the Lower Don Bridges are under development in collaboration with TRCA and will continue to be shared with TRCA for review and comment.	This concern remains outstanding. Metrolinx will need to demonstrate that the potential stairs/ramps will not cause negative offsite hydraulic impacts. TRCA staff look forward to continuing to collaborate with Metrolinx on the design for the Lower Don Bridges.
25.	Draft Early Works Report (July 2020)	There are existing and proposed flood protection initiatives surrounding the Lower Don River Crossing that will result in limitations to development and additional monitoring requirements: • West Don Flood Protection Landform in Corktown Commons • Port Lands Flood Protection and Enabling Infrastructure Project (including East Harbour Flood Protection Landform) • Broadview and Eastern Flood Protection Significant developments are relying on the elimination of flood risk provided by these initiatives. Bridge abutments and connections to the Lower Don trail system should not impact the proposed flooding infrastructure. Depending on the timelines for construction, Metrolinx will be required to address existing flood plain management requirements if the works are developed and implemented prior to implementation of the flood protection at this location. The schedule for Ontario Line should bear in mind other projects/schedules in the immediate area. Regular joint meetings	Design options for the Lower Don Bridges are under development in collaboration with TRCA and will continue to be shared with TRCA for review and comment. Metrolinx will continue to engage with TRCA to ensure collaboration between projects in vicinity of the Lower Don Bridges and East Harbour. Metrolinx looks forward to continued close collaboration with TRCA as project planning advances.	This concern remains outstanding. The following information remains outstanding: information and assessments regarding the potential impacts to the existing FPL, mitigation measures, restoration and remediation works, commitments from Metrolinx for the development and implementation of mitigative measures, restoration and repairs for the existing FPL, as well as the commitment from Metrolinx to develop and undertake an appropriate monitoring program of FPL both during construction and in the long-term. TRCA staff look forward to continuing to collaborate with Metrolinx on the design for the Lower Don Bridges. Comments on the latest update of the Lower Don Bridges will be provided under separate cover.
26.	Draft Early Works Report (July 2020)	between all affected parties should be facilitated. This comment should inform the current geotechnical investigations that are underway. Any modifications to the CN embankment would trigger additional flood protection requirements as it would become part of the flood protection works for the site and the overall East Don Lands. The proponent needs to demonstrate that the design meets the definition of a Valley Wall Feature (VWF) or Flood Protection Landform (FPL) and	Comment noted.	This concern remains outstanding. The following information remains outstanding: information and assessments regarding the potential impacts to the existing FPL, mitigation measures, restoration and remediation works, commitments from Metrolinx for the development and implementation of mitigative measures, restoration and repairs for the existing FPL, as well as the commitment from Metrolinx to develop and undertake an appropriate monitoring program of FPL both during construction and in the long-term.

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		how it interfaces with the adjacent flood protection infrastructure (tie in points). This will include the requirement to conduct all relevant geotechnical and structural studies to confirm the proposed design can withstand the hydrostatic forces of the Regional Storm event and address long-term concerns such as settling. The report should have a section discussing the proposed flood protection initiatives and how the Ontario Line will incorporate with these. TRCA staff will need to see these details to confirm that there are no adverse impacts to the flood protection initiatives in order to support the proposed works.		TRCA staff look forward to continuing to collaborate with Metrolinx on the design for the Lower Don Bridges. Comments on the latest update of the Lower Don Bridges will be provided under separate cover.
27.		Please note that since the completion of the DMNP EA, TRCA has undertaken several preliminary hydraulic modeling scenarios for flood protection of this area. The results of this modeling suggest that alternative flood protection solutions could be viable in the proximity to the BMW/Talisker site north of the railway tracks.	The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports.	These concerns remain outstanding. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station which will be updated to address Section 7.4 of the Living City Policies regarding requirement for development in a SPA.
	Draft Early Works Report (July 2020)	However, these alternatives are preliminary in nature, and are subject to the resolution of several significant technical challenges that have not been investigated. Since an Environmental Assessment to eliminate flooding in the area of the proposed East Harbour station (north) area has not formally started, until that EA is complete and funding is secured to implement a permanent flood solution, Metrolinx would be required to respond to the current flood risk.	These updated draft reports will be updated to reference the Living City. A commitment to undertake future studies to address floodplain risk will be included in these updated draft reports.	
		It is likely that the station proposal will be subject to the requirements of the SPA and flood proofing requirements. Please refer to Section 7.4 of the Living City Policies regarding requirement for development in a SPA, particularly relating to flood proofing elevations, safe egress and ingress, permitted uses, liability and public safety, infrastructure damage and emergency preparedness.		
		If there are station tunnels as previously proposed for SmartTracks, due to the connectivity to the north side of the rail embankment, TRCA will require that the station be flood proofed to the Regulatory flood elevation plus 30 cm of freeboard.		
28.	Draft Early Works Report (July 2020)	Another requirement for locating any entrance or public spaces within the proposed station facility located within flood plain north of the rail embankment will be the requirement to have a comprehensive public safety protocol in place for egress and ingress, emergency preparedness and service access for evacuation purposes in case of a flood. Any underground parking facilities must be flood proofed to the	Comment noted.	This concern remains outstanding. Please ensure the updated reports address the concerns laid out in the original comment regarding a comprehensive public safety protocol in place for egress and ingress, emergency preparedness and service access for evacuation purposes in case of a flood.

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		operator will have to ensure that vehicles can safely be removed during that flood event, and take on full responsibility for life and property impacts due to flooding.		
29.	Draft Early Works Report (July 2020)	Please ensure that the construction of the retaining walls is in line with TRCA LCP requirements and based on the necessary technical studies (geotechnical, natural heritage). The location of these features should have the necessary setback requirements from the erosion hazards that have been assessed through appropriate technical studies. Please ensure the design of the facing of the retaining walls consider and incorporate natural heritage elements and sustainable features.	Design options are under development and will continue to be shared with TRCA for review and comment.	This concern remains outstanding. The geotechnical review will continue once further information and assessments become available to TRCA.
30.	Draft Early Works Report (July 2020)	For future siting of ancillary features, such as TPSSs and EEBs, please note that they should not be sited in the floodplain or areas that are prone to slope failure as this poses a risk to staff, nearby properties and the general public.	Comment noted.	This concern remains outstanding. The geotechnical review will continue once further information and assessments become available to TRCA.
31.	Draft Natural Environment Early Works Report (July 2020)	Noise barriers and walls have been proposed as part of the track expansion. Staff notes that these features affect TRCA regulated areas. Please confirm and indicate how the long-term maintenance associated with these features (noise barriers/walls) will be performed on site. Please note that alternative designs should be considered during the detailed design phase for areas where maintenance is anticipated to occur within a natural feature, where feasible. Please add a note in the relevant section of the report that TRCA staff will be included in the discussions associated with the design of these walls/barriers.	Design options are under development and will continue to be shared with TRCA for review and comment. A commitment to ongoing consultation with the TRCA will be included in environmental assessment reports where the Project footprint overlaps the TRCA regulated area.	TRCA staff look forward to reviewing the updated reports which include a commitment to on-going consultation with the TRCA regarding discussions associated with the design of these walls/barriers.
32.	Draft Early Works Report (July 2020)	TRCA as an organization is very supportive of transit development and encourages agencies and municipalities to develop sustainable transportation options in their planning and development of sustainable communities. The TRCA Living City Policies (LCP Section 6.4, 6.7 and 6.8) promotes and advocates the incorporation of sustainable transportation policies, green infrastructure and ecological design into community development and infrastructure building.	Comment noted.	No further comment.
33.	Draft Early Works Report (July 2020)	Generally, TRCA does not support the placement of a new outfall if an existing storm service system is available. If an outfall placement is not avoidable, then the following from TRCA's Living City Policies must be met: 8.9.8 That development, interference and alterations associated with infrastructure that supports stormwater management (SWM) facilities (e.g. outfall structures, etc.) shall generally be: a) located outside of the meander belt wherever possible; b) placed as close to the base of slope as possible, and at a grade above the 25- year floodline where feasible;	Comment noted.	No further comment. Original comment remains withstanding.

ITEM	DOCUMENT	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE (November 27 2020)	TRCA Comments (January 11, 2021)
		 c) avoid disturbance to natural features, areas and systems contributing to the conservation of land to the extent possible; and d) d) designed to reduce erosive velocities and mitigate thermal impacts (in the case of outfalls and outfall channels). 		
34.	Draft Early Works Report (July 2020)	Please note that TRCA's stormwater management criteria for the additional impervious areas (i.e. the expanded crossing, East Harbour Station and amenities) are as follows: a) Erosion Control: Retention of the 5 mm storm onsite with the use of LIDs (Green roofs, permeable pavers, bioswales, etc.) b) Quantity Control: No quantity control for direct watercourse discharge to the Don and West Don Rivers. If discharging to a City sewer, then the City's criteria would govern. c) Quality Control: 80% TSS removal. Please note that TRCA only credits oil-grit separators to provide 50% TSS removal when sized for 80% TSS removal. They must be placed in a treatment train to be credited the full 80% TSS removal. If there are space constraints, TRCA accepts a filtration system (e.g. Jellyfish) when sized correctly to provide 80% TSS removal. Please submit designs and calculations of all stormwater management measures in TRCA's regulated area demonstrating that the above-mentioned criteria are met.	The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports. These updated draft reports will be updated to include TRCA's stormwater management criteria for impervious areas and a commitment for MX/design team to consult with TRCA during detailed design.	This comment remains outstanding. TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station which will be updated to include TRCA's stormwater management criteria for impervious areas. We note that MX has deferred the requirement to submit designs and calculations of all stormwater management measures in TRCA's regulated area to detailed design.
35.	Draft Natural Environment Early Works Report (July 2020)	As this project will likely require dewatering, it is important to note that any construction dewatering discharge that will negatively affect flooding, erosion, or natural features upstream or downstream will not be supported by TRCA. If it is identified during preliminary/detail design that dewatering is required, the proponent should provide information on dewatering volume, zone of influence, discharge plan, impact assessment (impact on surface water features, environmental sensitive area, etc.) as well as monitoring, mitigation and contingency plan. The proponent should provide TRCA a copy of the hydrogeological investigations reports for review when complete. Our preference is to discharge into nearby municipal sanitary and storm systems. Upon careful evaluation of the alternatives and potential impacts, should discharge into the watercourse be determined as the only feasible option, a staged-approach must be considered, such as on-site storage in ponds and reservoirs,	Comment noted.	Please note our original comment remains withstanding.

ITEM	DOCUMENT	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE (November 27 2020)	TRCA Comments (January 11, 2021)
		evaporation ponds, and staged-release into the watercourse. Please refer to the TRCA Technical Guidelines for the Development of Environmental Management Plans for Dewatering (September 2013): https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2016/02/17185417/TRCA-Technical Guidelines for the Development of EMPs for Dewatering.pdf		
36.	Draft Natural Environment Early Works Report (July 2020)	Please note that while the proposed works are located on, or adjacent to, areas of the watercourse (main and West Don River) identified as warm water, efforts should be taken to prevent temperature spikes in all watercourses as these spikes create a harsh environment for fish and other aquatic species. This is because the impact of asphalt heat islands on creeks can have negative effects and change the community species composition.	Comment noted. The assessment of early works at the Lower Don Bridges and East Harbour Station has been split into separate reports and will be documented under separate cover. Applicable comments provided to-date from TRCA will be incorporated in updated draft reports.	TRCA staff look forward to receiving the separate early works reports for the Lower Don Bridges and East Harbour Station.
37.	Draft Natural Environment Early Works Report (July 2020)	Please note that aquatic ecosystems include the hydrologic regime such as water quality, quantity, temperatures, sediment loads, and seasonal and daily flow variations. Thus, an increase in development area in already highly urban areas often tends to impact these ecosystems in the aforementioned ways. Thus, we recommend that effort be taken to assess and address the above items with appropriate Low Impact Development options and other mitigation techniques. Staff recognizes that some of these impacts are unavoidable, so we will work with the team to provide addition technical guidance relating to these items.	Comment noted. Metrolinx looks forward to continued close collaboration with TRCA as project planning advances.	Please ensure updated reports discuss Low Impact Development and mitigation options to reduce impacts on aquatic ecosystems, including the hydrologic regime such as water quality, quantity, temperatures, sediment loads, and seasonal and daily flow variations.
38.	Draft Natural Environment Early Works Report (July 2020)	In addition, as you are aware, migratory birds and insects have a strong need and use of natural wildlife corridors. Thus, we often find in urbanized areas such as these sites that linkages and connected corridors tend to provide habitat for these species to facilitate resting and feeding, and would like to ensure that species are able to continue on their migratory journey without encountering large gaps of unsuitable habitat. Our policies and watershed plans identify the importance of protecting and enhancing our natural systems which serve as wildlife corridors. Climate change and development place pressures on these connections. So similar to the comment above, please ensure that the report assesses the form and function of the existing rail tracks and surrounding areas as wildlife corridors. There may be opportunities, for example along the edges of the station construction areas, to enhance the natural environment and provide a connection to the surrounding natural areas.	The draft Early Works Reports have been updated to describe the importance of existing rail corridors for wildlife, and mitigation has been proposed to address potential effects on habitat connectivity.	TRCA staff look forward to receiving the updated reports which assesses the form and function of the existing rail tracks and surrounding areas as wildlife corridors and mitigation strategies. Wherever impacts to natural heritage system cannot be avoided, TRCA will work with MX to identify options for compensation to ensure no net loss as a result of this project through the TRCA Guidelines for Determining Ecosystem Compensation or through Metrolinx's Vegetation Management Guidelines.
39.	Draft Natural Environment Early Works Report (July	While TRCA recognizes that trees and large wildlife species are not encouraged in close proximity to rail tracks; we believe that it is important to identify other opportunities to provide dense shrub	Comment noted. Metrolinx looks forward to developing potential vegetation compensation opportunities in discussion with TRCA.	TRCA staff look forward to reviewing vegetation compensation opportunities with Metrolinx. Wherever impacts to natural heritage system cannot be avoided, TRCA will

ITEM	DOCUMENT	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE (November 27 2020)	TRCA Comments (January 11, 2021)
	2020)	plantings and a diverse native seed mix with species that support pollinators https://cvc.ca/wp-content/uploads/2017/04/17-uonativeplantsforpollinators-booklet-v8-web.pdf .		work with MX to identify options for compensation to ensure no net loss as a result of this project through the TRCA Guidelines for Determining Ecosystem Compensation or through Metrolinx's Vegetation Management Guidelines.
		The migration of pollinators, including monarch butterflies and some bat and hummingbird species, is a significant phenomenon. Certain species migrate over paths that stretch thousands of miles while pursuing blooming plants. To ensure the survival of migratory pollinators, three types of habitat needs must be considered. These are: summer breeding and foraging areas; secure overwintering sites; and nectar corridors and rest stops. Nectar corridors are patches of nectar-rich plant habitat, which act as stepping-stones for the pollinators on their long migratory journeys. Due to development and land use changes within Toronto and the GTA, many nectar corridors are no longer intact. Migrating pollinators must attempt to survive their journey through scattered habitats that contain little food.		
		Thus, the planting of pollen rich herbaceous species within long corridors such as rail corridors will likely address this need and serve as a net benefit for the project while avoiding the risks associated with larger trees.		

From: Alannah Slattery
To: Ontario Line

Cc: Renee Afoom-Boateng; Rodney Yee; James Francis; Maria Zintchenko; Merlin Yuen; Crystal Ho

Subject: RE: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Wednesday, December 02, 2020 10:02:46 AM

Attachments: <u>image001.png</u>

Good morning,

Please accept this email as confirmation that we have received the Notice of Final Environmental Conditions Report and Notice of Draft Exhibition Place Early Works Report for the Ontario Line Project. Please be advised that due to the TRCA's Festive Closure, 10 days will be added to the TRCA's service delivery timeframe. As such, comments can be expected no later than January 12, 2021.

Kind regards, Alannah

Alannah Slattery, BES, MCC

Planner

Infrastructure Planning and Permits I Development and Engineering Services Division

T: (416) 661-6600

E: alannah.slattery@trca.ca

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca

I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.



From: Ontario Line <ontarioline@metrolinx.com>

Sent: Monday, November 30, 2020 4:27 PM

To: Alannah Slattery <Alannah.Slattery@trca.ca>

Cc: Rodney Yee <Rodney.Yee@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Crystal Ho <crystal.ho@metrolinx.com>

Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR is available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

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

From: Ontario Line

To: Renee.Afoom-Boateng@trca.ca

Cc: James Francis; Maria Zintchenko; Merlin Yuen; Rodney Yee; Crystal Ho
Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:26:13 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice TRCA RAfoomBoateng.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR is available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

Metrolinx

From: Merlin Yuen

Sent: November-27-20 10:45 PM

To: 'Margie.Akins@trca.ca'; Renee Afoom-Boateng **Cc:** Maria Zintchenko; Crystal Ho; James Francis

Subject: RE: MX ON Line - Draft Early Works (EW) and NER EW Reports - TRCA Comments (CFN 62384)

Good evening Margie and Renee,

Thank you for providing comments to the Ontario Line Draft Early Works Report and Draft Natural Heritage Early Works Report. Please see attached comment responses to the comments provided. Please review and let us know if any additional questions on the responses, or if we can consider this set as closed-out.

We look forward to continuing to engage the TRCA as the project progresses to share details on project planning.

Regards,

MERLIN YUEN

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



From: Margie Akins [mailto:Margie.Akins@trca.ca]

Sent: July-06-20 3:57 PM

To: Rodney Yee; Laura Witherow

Cc: Renee Afoom-Boateng; Ken Dion; Michael Noble

Subject: MX ON Line - Draft Early Works (EW) and NER EW Reports - TRCA Comments (CFN 62384)

Hi Rodney,

Please find attached TRCA staff's comments on the draft *Early Works Report* and *Draft Natural Environment Early Works Report (July 2020)* for the above-noted project. For your convenience, a WORD version of our comment table is also attached.

Please contact me if you have any questions.

Margie Akins, B.URPI

Planner

Infrastructure Planning and Permits I Development and Engineering Services Division

T: (416) 661-6600 ext. 5925 E: margie.akins@trca.ca

A: 101 Exchange Avenue, Vaughan, ON, L4K 5R6 | trca.ca

I am currently working remotely 7:30 am - 3:30 pm Monday to Friday.





July 6, 2020 CFN 62384

BY E-MAIL ONLY (Rodney.Yee@metrolinx.com)

Rodney Yee Project Manager – Environmental Programs & Assessment Metrolinx 130 Adelaide Street West Toronto ON M5H 3P5

Dear Mr. Yee,

Re: Draft Early Works Report and Draft Natural Environment Early Works Report – Review

Transit Project Assessment Process (TPAP)

Metrolinx Ontario Line – between Ontario Science Centre and Ontario Place

Don River Watershed; City of Toronto – Toronto and East York

Toronto and Region Conservation Authority (TRCA) staff received the draft Early Works and Draft Natural Environment Early Works Reports (July 2020) for the above-noted project on June 5th, 2020.

PROJECT OVERVIEW

TRCA staff understands that this undertaking involves building on the previous TTC Relief Line South concept, by expanding north of Pape Station to the Ontario Science Centre, and west of Osgoode Station to Exhibition/Ontario Place. The proposed project is a new approximately 16 km subway line along a dedicated right-of-way with a combination of elevated, tunneled and at-grade segments. The Early Works components of the project are proposed to proceed before the completion of the Ontario Line assessment process. Early Work are considered to be of strategic importance to enabling the timely implementation of the Project. The Early Works are proposed to be undertaken at four locations, three of which are regulated: Exhibition Station (not regulated), Lower Don River Crossing, East Harbour Station, and along the Lakeshore East Joint Corridor between Eastern Avenue and Carlaw Avenue.

The Lower Don Crossing Early Works will include construction of two new rail bridges north and south of the existing rail bridge over the Don River. The East Harbour Station is a multi-modal transit hub that will serve several modes of public transit. The Early Works will include two cross platforms situated between the Don Valley Parkway and Eastern Avenue, station access points to the north, south, and west (via the crossing), expansion of the Eastern Avenue rail bridge to accommodate the six-tracks, and an interim service road on the north side of the station for construction and emergency access. The Lakeshore East Joint Corridor Early Works will primarily consist of Lakeshore East rail corridor expansion to accommodate six tracks (two for the proposed Ontario Line and four for heavy rail), noise walls, retaining walls, two new bridges on either side of the existing Queen Street East, Dundas Street East, and Logan Avenue rail bridges (totaling 6), and utility relocations.

It is our understanding that these Early Works documents are the only documentation proposed for these works; however, TRCA staff do not have sufficient details of the proposed works. The design of the East Harbour Station, for example, is not described; instead, reference is made to previous studies with the assumption that agencies have the details of that study. Considering that this EA is not an addendum to the Smart Track project, it is imperative that the full extent of the works be described in detail in the current reports.

PROJECT REVIEW

The purpose of the draft Early Works Report is to summarize the local environmental conditions within the Early Works Study Area. It also provides an assessment and evaluation of the impacts that Early Works might have on the environment. Based on the potential impacts, a description of mitigation measures and monitoring activities is outlined. The purpose of the draft Natural Environment Early Works Report is to address construction natural environment effects from the early works. As indicated above, the Exhibition Station area is not regulated by TRCA and was not included in our review. Additionally, Figure 1-3 shows that the footprint of the Lower Don River Crossing ends south of the Richmond Hill Corridor tracks. As such, impacts to the West Don Flood Protection Landform were not included in this review. However, the bridge work cannot be assessed in isolation from the West Don FPL and its floodplain. TRCA staff will need to see the impact study for the Richmond Hill Corridor works to confirm that there are no impacts.

TRCA has completed a comprehensive review of the above-noted report in accordance with the policies and objectives of **Ontario Regulation 166/06**, as required through our voluntary project review process in order to confirm impacts to flooding, erosion, pollution, conservation of land or dynamic beaches have been addressed. Our concerns with this proposal are attached in **Appendix A**.

We had expected that our comprehensive feedback provided on the conceptual design on April 15, 2020 (Appendix B), as well as previous studies, like SmartTrack, would be incorporated into these subsequent reports. Since those comments have yet to be addressed, they are being re-iterated in our comments on the Early Works. Where applicable, we have incorporated and responded to Metrolinx responses to TRCA's conceptual design comments. Ideally our comments will be incorporated into the document prior to public review; however, if Metrolinx is unable to address TRCA comments at this stage, commitments to address comments should be added to the reports or provided in a separate memo. TRCA support and sign-off is based on addressing, or committing to address, our comments to the satisfaction of TRCA.

Should these comments be addressed later, we strongly recommend that Metrolinx and their consultants contact TRCA early in the next phase to discuss these comments and project design to ensure that there are no delays in the project and to ensure effective incorporation of these comments into design plans.

Should you have any questions or require any additional information please contact me at extension 5925 or at margie.akins@trca.ca.

Marga akus

Planner, Infrastructure Planning and Permits **Development and Engineering Services**

Attached: Appendix A (62384)_MX ON Line Early Works_TRCA Comments.docx (for consultant/proponent

response purposes)

Appendix B (62384)_Previous Comments on Conceptual Design.docx

BY E-MAIL

Kenneth Dion (KDion@waterfrontoronto.ca), Project Director, Waterfront Toronto cc:

Michael Noble (Michael.Noble@toronto.ca), Waterfront Project Manager, City of Toronto

TRCA: Renée Afoom-Boateng, Senior Planner, Infrastructure Planning and Permits

APPENDIX A: TRCA COMMENTS AND PROPONENT RESPONSES

Metrolinx met with TRCA staff in April 15, 2020 to provide an overview of the project. TRCA staff provided detailed comments on the proposed design in a May 15, 2020 letter and comment table. Responses to TRCA comments were received on June 25, 2020. Comments that are still applicable to the Early Works have been included, and those with responses have been modified where necessary.

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE
1.	Draft Early Works Report (July 2020)	Comments Not Addressed	We had expected that our comprehensive feedback provided on the conceptual design on April 15, 2020, as well as previous studies, like SmartTrack, would be incorporated into these reports. Since those comments have yet to be addressed, they are being re-iterated in this table. Where applicable, we have incorporated and responded to Metrolinx responses to TRCA's conceptual design comments. Ideally our comments will be incorporated into the documents prior to public review; however, if this is not possible due to time constraints, please confirm how our comments on the draft Early Works Reports will be addressed. If Metrolinx is unable to address TRCA comments at this stage, commitments to address comments should be added to the reports or provided in a separate memo. TRCA support and sign-off is based on addressing, or committing to address, our comments to the satisfaction of TRCA. Please identify in your responses where changes have been incorporated in the analysis or design.	
2.	Draft Early Works Report (July 2020)	Insufficient Detail	It is our understanding that these Early Works documents are the only documentation proposed for these works; however, TRCA staff do not have sufficient details of the proposed works. The design of the East Harbour Station, for example, is not described; instead, reference is made to previous studies with the assumption that agencies have the details of that study. Considering that this EA is not an addendum to the Smart Track project, it is imperative that the full extent of the works be described in detail in the current reports.	
3.	Draft Early Works Report (July 2020)	Previous Feedback	The Early Works document does not incorporate the significant feedback TRCA has already provided regarding the Lower Don Crossings and East Harbour Station. Both the Lower Don Crossing and the East Harbour Station are located in the existing and future floodplain of the Lower Don. It is critical that the design and implementation of the Early Works does not negatively impact the implementation of flood protection in the Lower Don. There are multiple projects being simultaneously designed in parallel in this area. The Early Works document needs to describe how the Lower Don Crossings and East Harbour Station interfaces with these projects, which include the Port Lands Flood Protection project, Broadview and Eastern Flood Protection EA, and Broadview and Commissioners Class EA.	
4.	Draft Early Works Report (July 2020)	Joint Effort to Address Common Issues	Staff strongly recommends a joint meeting with Metrolinx, TRCA, Waterfront Toronto and the City of Toronto early in the process as there are currently numerous major City building and infrastructure projects in the vicinity of the Lower Don River crossing. One of TRCA's strategic objectives is to help our partners channel joint efforts and implement projects that are efficient and mutually cost-beneficial. Bearing in mind the varying project timelines, costs of flood proofing, duplication of efforts and shared benefits, it may be worthwhile for the Metrolinx, the City, TRCA, Waterfront Toronto and other affected agencies to join efforts to address the current flooding issues in a timely manner and achieve shared benefits. While preliminary hydraulic models suggests it is feasible to provide flood protection on the north side of the tracks, there is currently no approval or funding for this proposal and, as such, there is no proposed timeline for implementation of flood protection. The flood protection solution would also require approval through a Class Environmental Assessment (EA) process among other studies prior to implementation. We acknowledge that Metrolinx's design team is in the process of setting up a serious of meetings. TRCA staff look forward to future meetings, particularly one prior to the release of these reports to the public.	

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE
5.	Draft Early Works Report (July 2020)	East Harbour Station: Flood Protection Infrastructure	The East Harbour Station is located in the Don River Valley, Special Policy Area (SPA) and flood plain. TRCA completed the Don Mouth Naturalization and Port Lands Flood Protection Project EA (DMNP EA (2015)) that identified a preferred alternative for flood protection on the eastside of the Don River which will address current flooding on the First Gulf Property and into the South Riverdale communities to the east by implementing flood protection measures on the south side of the elevated railway embankment. Depending on the timelines for the station construction, Metrolinx will be required to address existing flood plain management requirements if the station is developed and implemented prior to implementation of the flood protection at this location. It is also important to note that although the rail embankment and areas south of the rail corridor may no longer be subject to flooding once the implementation of the Port Lands flood protection works, areas north of the tracks will remain in the flood plain and vulnerable to flooding even with a complete implementation of the preferred alternative in the DMNP EA (2015).	
6.	Draft Early Works Report (July 2020)	Proposed Flood Remediation Works	Please discuss the timing of constructing the Lower Don River Crossing and the proposed construction of the Lower Don River Crossing, and East Harbour Station. If the timing of construction of the Lower Don River Crossing and East Harbour Station is before the proposed flood remediation works, then the updated and improved floodplain can be used in all future analysis.	
7.	Draft Early Works Report (July 2020)	Flood Contingency	Depending on the timing of Early Works, if they are built prior to the Gardiner and flood protection infrastructure, the impact of flooding must be considered. It should be identified who will be affected if there is a flood and who will be responsible for dealing with flood conditions during that time. This should be discussed at the requested joint meeting and/or added as a commitment in the report.	
8.	Draft Early Works Report (July 2020)	Potential Effects Based on Other Studies	There was no mention of potential effects and mitigation measures based on the following items: a) Approved Don Mouth Naturalization and Port Lands Flood Protection Project: Key flood protection measures have been authorized to tie-in with the existing railway embankment at Don Roadway and Eastern Avenue Underpass; b) Completed Lower Don River West Remedial Flood Protection Project: Flood Protection Landform in West Don Lands has specific tie-in and grading requirements that must be retained where the railway meets the flood protection; c) Port Lands and South of Eastern Master Plan Class EA - requires a new Broadview underpass with expanded flood protection tie-ins and drainage with the railway embankment; and, d) Gardiner Expressway EA - requires opening of bridge crossing on east side of Don River through railway embankment to accommodate Hybrid 3 option. Please update this chapter to add this information.	
9.	Draft Early Works Report (July 2020)	Surface Flooding	Considering the biggest concern at the three Early Works locations is surface flooding. Section 4 of the report should be updated to include a discussion of surface flooding, similar to what is included for soils, groundwater, or other environmental conditions.	
10.	Draft Early Works Report (July 2020)	West Don FPL	TRCA staff understand that the Early Works are proposed to be undertaken at four locations: Exhibition Station, Lower Don River Crossing, East Harbour Station, and along the Lakeshore East Joint Corridor between Eastern Avenue and Carlaw Avenue. While the Exhibition Station study area is not regulated by TRCA, the other three locations are regulated and will be the focus of our comments. Figure 1-3 shows that the footprint of the Lower Don River Crossing ends south of the Richmond Hill Corridor tracks. As such, impacts to the West Don Flood Protection Landform were not included in this review. However, TRCA staff will need to see the impact study for the Richmond Hill Corridor works to confirm that there are no impacts to the West Don Flood Protection Landform. The hydraulic assessment will need to show that the floodplain impacts resulting from the Lower Don Crossing Early Works will not negatively impact the function of the West Don FPL. Please confirm when we can expect to see these works.	
11.	Draft Early Works Report (July 2020)	East Harbour Station, Section 3.3	Section 3.3 identifies that the "initial preferred design (IPD)" for the station was developed as part of the SmartTrack Stations EPR and that a number of changes are being proposed to integrate Ontario Line with the station. However,	

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE
			the IPD is not provided as part of the report and therefore cannot be reviewed. Critical information, like the design of the station, should be provided for review and TRCA staff await further details on the station design.	
12.	Draft Early Works Report (July 2020)	Infrastructure Flooding	Please note that there is a possibility that sections of this line will still be susceptible to flooding. Our preference is to avoid locating the main station entrances in flood vulnerable areas, and that those entrances are subject to flood proofing requirements. Ingress and egress for new buildings should ensure that vehicular and pedestrian movement is not prevented during times of flooding.	
13.	Draft Early Works Report (July 2020)	Floodproofing	The Lower Don River Crossing and East Harbour Station are located within the Lower Don Special Policy Area. As such: a) Ingress and egress for all buildings within the flood plain lands shall be "safe." Pursuant to provincial floodproofing standards, and/or achieve the maximum level of flood protection determined to be feasible and economically viable such as at grade with street related access points; b) Developments must be floodproofed to the Regional floodplain if possible. If that is not possible, an iterative approach will be accepted to a minimum floodproofing standard of the 350-year storm event; c) The Lower Don floodplain is modelled in Mike Flood 2D. Any fill and floodproofing that is proposed to be undertaken within the floodplain must undergo an offsite impact assessment in Mike Flood 2D. TRCA will not accept development that results in offsite floodplain impacts.	
14.	Draft Early Works Report (July 2020)/ Draft Natural Environment Early Works Report (July 2020)	Importance of Limited Vegetation/Wildlife	Various references are made in the report to the limited habitat and connectivity functions of the Lower Don River. However, it should be noted that within a highly urbanized context these communities have a greater significance and value than they would in a less urban landscape. While this may not impact the project's viability, its importance based on landscape level considerations should be considered and a compensation strategy will be required that reflects the increased importance of anthropogenic urban ecological communities. Please update the report accordingly to reflect the important functions of the existing features.	
15.	Draft Early Works Report (July 2020)/ Draft Natural Environment Early Works Report (July 2020)	Wildlife Connectivity	Similar to the previous comment, the Don Valley provides an important function as a wildlife corridor within the highly urban local landscape. Design considerations should be analyzed within this local landscape context and should not impair ecological connectivity.	
16.	Draft Early Works Report (July 2020)/ Draft Natural Environment Early Works Report (July 2020)	Compensation	The effects tables indicate that compensation will be coordinated with the City of Toronto. Please ensure that TRCA is included in these discussions. It is important to note that TRCA will only consider compensation if it has been demonstrated that losses are unavoidable. Should no other alternatives be feasible, these losses will need to be quantified. In the absence of a finalized Metrolinx compensation strategy, ecological compensation should be based on TRCA's Guideline for Determining Ecosystem Compensation.	
17.	Draft Early Works Report (July 2020)	Previous Comments on Lower Don Crossing	Please note that our objective at TRCA is to minimize the required number of crossings through valley corridors. The Early Works component of the Ontario Line project includes the Lower Don River Crossing at the GO tracks. For each crossing, Metrolinx must demonstrate that there are no significant impacts to flooding as a result of the crossing. The TRCA Stormwater Management Criteria (TRCA, 2012) must be met - documents are available online at http://sustainabletechnologies.ca/wp/wp-content/uploads/2013/01/SWM-Criteria-2012.pdf TRCA received feedback from Metrolinx indicating that the studies will be undertaken. Please conduct a hydraulic assessment in Mike Flood 2D for the Lower Don Crossing.	

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE
	DOCOMENT	DESCRIPTION.	In order to obtain TRCA support, we require not just that the study be conducted, but that it demonstrates no	THOTOTELIT REST STISE
			floodplain impacts, and that all necessary project design changes will be made to demonstrate this.	
18.			We recommend that Metrolinx situate and design the works appropriately in line with the necessary technical	
18.	Doods Foods Weeks	Previous Comments	studies - fluvial geomorphic processes (cross perpendicular to the stream, cross on as straight a reach as possible),	
	Draft Early Works Report (July 2020)	on Lower Don Crossing:	meander belt and erosion studies (100 year erosion limit where meander belt is not possible), geotechnical (grading	
	Report (July 2020)		and retaining walls for tracks), etc. All crossings including their grading and earthworks needs geotechnical and	
		Technical Studies	slope stability assessment. The geotechnical design will be also be needed in support of the proposed crossings.	
19.			2 new bridge spans are proposed over the Don Valley Parkway and Don River on either side of the existing CN bridge	
			for the Ontario Line tracks, including pedestrian/cycling facilities. It is understood that the existing bridge abutments will be expanded on both sides to accommodate these additional spans.	
			a) Please confirm the widths of the proposed bridges, as well as the total width of the crossing once complete.	
			We understand that as of June 25, 2020 these details have not yet been finalized. TRCA staff will need to	
			see these details to confirm that there are no adverse impacts to the floodplain.	
			b) Please confirm any modification/changes/extensions to the abutments, piers, wingwalls and their potential	
			impacts. We understand that as of June 25, 2020 these details have not yet been finalized. TRCA staff will	
			need to see these details to confirm that there are no adverse impacts to the floodplain.	
			c) The geotechnical design is needed for the abutments, foundations, earthworks for the approach	
			embankment as well as any other means and methods (both temporary and permanent) to facilitate the	
			works, which can result in the alteration of the surrounding area.	
		Previous Comments	We appreciate that geotechnical investigations will be undertaken and the results will inform the design. We reiterate that this should be done at this stage of the study.	
	Draft Early Works	on Lower Don	d) The proposed bridge abutments appear to increase flood elevations in the hydraulic model in some critical	
	Report (July 2020)	Crossing:	locations. In particular, expanding the spill extents in the east don lands is problematic. Metrolinx should	
	Report (Suly 2020)	2 Bridge Spans	design the bridge structures to maintain base flood elevations and extents in the key areas. Key areas	
			include the West Don Lands FPL tie off point, BEFP FPL Phase 1, spill through Eastern Ave, BMW Lands,	
			Metrolinx bridge soffits, and Unilever FPL. We understand that the Waterfront Toronto model will be used	
			as the base condition, and that the proposed condition model will incorporate bridge abutments and rail	
			corridor embankments. As indicated in the June 25, 2020 response, we look forward to reviewing the	
			model and flood elevation difference map between the base condition and proposed condition within the	
			entire floodplain. e) The proposed FPLs on the east side of the Don River (both south and north of the tracks) and the Port Lands	
			sediment control area on the southwest side of the bridge need to be considered in the development of	
			options. Metrolinx has acknowledged this comment but TRCA would like to see a commitment to this effect	
			in the report. For TRCA to support these works, we must confirm that there are no adverse impacts to these	
			flood protection initiatives.	
			f) We understand that property needs will be assessed as part of detail design, but the abutments for these	
			structures should avoid encroaching on TRCA property.	
20.			With regards to utility and other infrastructure relocation, staff notes that there are several other infrastructure and	
			utilities including watermains, hydro utilities, etc., owned by other agencies that may need to be relocated to	
	Doubt Control	Previous Comments	facilitate this project. Please confirm if this infrastructure and utility works will be undertaken by Metrolinx (or	
	Draft Early Works	on Lower Don Crossing:	contractor) as part of this project as well as the timelines for these works. We understand that consultation with	
	Report (July 2020)	Utilities	the various stakeholders is ongoing.	
		Otilities	It is important to note all early/enabling works, and if some of the works will be undertaken by other proponents	
			(municipalities and companies) as these other proponents may be subject to TRCA Regulatory requirements. In	

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE
			addition, it will be important to confirm these details to provide adequate time for permitting and implementation to avoid overall project delays. Please include this item in the future commitments section within the report.	
21.			A multi-use path and pedestrian crossing is proposed as part of the two new bridges crossing the Lower Don. TRCA questions the need for the bridge on the south side. Our preference is to avoid multiple crossings in close proximity to each other over watercourses.	
			In line with TRCAs The Living City Policies, in order to support the proposed new, replacement, or expanded infrastructure, it must be demonstrated through technical studies completed by a qualified professional in accordance with TRCA standards and to the satisfaction of TRCA that: • there will be no increase in risk associated with flood hazards and erosion hazards to upstream or	
	Draft Early Works Report (July 2020)	Previous Comments on Lower Don Crossing: Pedestrian/Multi-Use Crossings	downstream properties within valley and stream corridors; infrastructure has been designed in a manner that minimizes the number of crossings and areas to be disturbed by infrastructure within valley and stream corridors, maintains the predevelopment configuration of the flood plain, valley or stream corridors, and does not prevent access for maintenance, evacuation or during an emergency;	
			 the works will not result in unacceptable impacts to flood storage and conveyance upstream or downstream of the site; and, considerable effort is put towards alleviating the current erosion and flood risk to affected properties through innovative means including possible acquisition of floodplain lands for remediation and or re- naturalization of the valley. 	
			Metrolinx indicated that design investigations will include a review of floodplain and slope impacts. TRCA staff will need to see these details to confirm that there are no adverse impacts.	
22.	Draft Early Works Report (July 2020)	Previous Comments on Lower Don Crossing: Stairs/Ramps	Stairs/ramps will be necessary for pedestrians/cyclists to exit the new crossings over the Lower Don. We appreciate that infrastructure conflicts will be reviewed as part of detail design (and should be included in the commitments section). TRCA staff will need to see details on how the stairs/ramps for these pathways, west of the Don River, will interface with the West Don FPL and the future Wilson Yard. Our preference is to avoid siting additional infrastructure in this area as there are already essential project needs (sediment management area, Gardiner Expressway relocation, Wilson Yard improvements) that have not been designed and/or implemented, and this proposal could pose conflicts. Space in this area for additional infrastructure is already limited and will be more so once the above-noted initiatives are built.	
23.		Previous Comments	Similar to the previous comment, the location of the pathway exits on the east side of the Don River could be potentially in-line with the future flood protection options. When considering design options for the pedestrian/cycling crossings, please ensure that exits are placed east of the crest to ensure it is on the dry-sided slope of the feature and away from the clay core.	
	Draft Early Works Report (July 2020)	on Lower Don Crossing: Access	It was indicated at a workshop for the previous study (SmartTrack) that there is interest in repositioning the Don pathway further east so as to match up with site lines between future buildings. This will minimize risk and reduce footprints on the potential flood protection options. Moving the pathway further to the east will make space for the repositioning of the PS as indicated above.	
			Metrolinx indicated that infrastructure conflicts will be reviewed as part of detailed design. Please include this in the commitments section.	

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE
24.	Draft Early Works Report (July 2020)	Previous Comments on Lower Don Crossing: Hydraulic Impacts	Metrolinx will need to demonstrate that the potential stairs/ramps will not cause negative offsite hydraulic impacts. In addition, any features that require filling or re-grading to achieve compliance with flood depth and velocity criteria shall not be permitted unless it has been demonstrated in an environmental study or tenical report that can satisfy TRCA staff that this filling or grading will not result in adverse impacts on the flooding and erosion, or increase the risk to public safety, or the susceptibility to natural hazards is not increased and no new hazards are created.	
25.	Draft Early Works Report (July 2020)	Previous Comments on Lower Don Crossing: Flood Protection Initiatives	There are existing and proposed flood protection initiatives surrounding the Lower Don River Crossing that will result in limitations to development and additional monitoring requirements: • West Don Flood Protection Landform in Corktown Commons • Port Lands Flood Protection and Enabling Infrastructure Project (including East Harbour Flood Protection Landform) • Broadview and Eastern Flood Protection Significant developments are relying on the elimination of flood risk provided by these initiatives. Bridge abutments and connections to the Lower Don trail system should not impact the proposed flooding infrastructure. Depending on the timelines for construction, Metrolinx will be required to address existing flood plain management requirements if the works are developed and implemented prior to implementation of the flood protection at this location. The schedule for Ontario Line should bear in mind other projects/schedules in the immediate area. Regular joint	
26.	Draft Early Works Report (July 2020)	Previous Comments on Lower Don Crossing: Flood Protection Requirements	meetings between all affected parties should be facilitated. This comment should inform the current geotechnical investigations that are underway. Any modifications to the CN embankment would trigger additional flood protection requirements as it would become part of the flood protection works for the site and the overall East Don Lands. The proponent needs to demonstrate that the design meets the definition of a Valley Wall Feature (WF) or Flood Protection Landform (FPL) and how it interfaces with the adjacent flood protection infrastructure (tie in points). This will include the requirement to conduct all relevant geotechnical and structural studies to confirm the proposed design can withstand the hydrostatic forces of the Regional Storm event and address long-term concerns such as settling. The report should have a section discussing the proposed flood protection initiatives and how the Ontario Line will incorporate with these. TRCA staff will need to see these details to confirm that there are no adverse impacts to the flood protection initiatives in order to support the proposed works.	
27.	Draft Early Works Report (July 2020)	East Harbour Station: Areas North of Rail Embankment	Please note that since the completion of the DMNP EA, TRCA has undertaken several preliminary hydraulic modeling scenarios for flood protection of this area. The results of this modeling suggest that alternative flood protection solutions could be viable in the proximity to the BMW/Tallsker site north of the railway tracks. However, these alternatives are preliminary in nature, and are subject to the resolution of several significant technical challenges that have not been investigated. Since an Environmental Assessment to eliminate flooding in the area of the proposed East Harbour station (north) area has not formally started, until that EA is complete and funding is secured to implement a permanent flood solution, Metrolinx would be required to respond to the current flood risk. It is likely that the station proposal will be subject to the requirements of the SPA and flood proofing requirements. Please refer to Section 7.4 of the Living City Policies regarding requirement for development in a SPA, particuarly relating to flood proofing elevations, safe egress and ingress, permitted uses, liability and public safety, infrastructure damage and emergency preparedness.	

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE
			If there are station tunnels as previously proposed for SmartTracks, due to the connectivity to the north side of the rail embankment, TRCA will require that the station be flood proofed to the Regulatory flood elevation plus 30 cm of freeboard.	
28.	Draft Early Works Report (July 2020)	East Harbour Station: Public Safety Protocol	Another requirement for locating any entrance or public spaces within the proposed station facility located within flood plain north of the rail embankment will be the requirement to have a comprehensive public safety protocol in place for egress and ingress, emergency preparedness and service access for evacuation purposes in case of a flood. Any underground parking facilities must be flood proofed to the level of the required flood elevation set by TRCA and the owner / operator will have to ensure that vehicles can safely be removed during that flood event, and take on full responsibility for life and property impacts due to flooding.	
29.	Draft Early Works Report (July 2020)	Lakeshore East Joint Corridor: Retaining Walls and Grading	Please ensure that the construction of the retaining walls is in line with TRCA LCP requirements and based on the necessary technical studies (geotechnical, natural heritage). The location of these features should have the necessary setback requirements from the erosion hazards that have been assessed through appropriate technical studies. Please ensure the design of the facing of the retaining walls consider and incorporate natural heritage elements and sustainable features.	
30.	Draft Early Works Report (July 2020)	Previous Comments on Lower Don Crossing: Ancillary Feature Siting	For future siting of ancillary features, such as TPSSs and EEBs, please note that they should not be sited in the floodplain or areas that are prone to slope failure as this poses a risk to staff, nearby properties and the general public.	
31.	Draft Natural Environment Early Works Report (July 2020)	Anticipated Construction Works: Noise Barriers/Walls	Noise barriers and walls have been proposed as part of the track expansion. Staff notes that these features affect TRCA regulated areas. Please confirm and indicate how the long-term maintenance associated with these features (noise barriers/walls) will be performed on site. Please note that alternative designs should be considered during the detailed design phase for areas where maintenance is anticipated to occur within a natural feature, where feasible. Please add a note in the relevant section of the report that TRCA staff will be included in the discussions associated with the design of these walls/barriers.	
32.	Draft Early Works Report (July 2020)	Support for Transit	TRCA as an organization is very supportive of transit development and encourages agencies and municipalities to develop sustainable transportation options in their planning and development of sustainable communities. The TRCA Living City Policies (LCP Section 6.4, 6.7 and 6.8) promotes and advocates the incorporation of sustainable transportation policies, green infrastructure and ecological design into community development and infrastructure building.	
33.	Draft Early Works Report (July 2020)	Detail Design/Outfall Placement	Generally, TRCA does not support the placement of a new outfall if an existing storm service system is available. If an outfall placement is not avoidable, then the following from TRCA's Living City Policies must be met: 8.9.8 That development, interference and alterations associated with infrastructure that supports stormwater management (SWM) facilities (e.g. outfall structures, etc.) shall generally be: a) located outside of the meander belt wherever possible; b) placed as close to the base of slope as possible, and at a grade above the 25- year floodline where feasible; c) avoid disturbance to natural features, areas and systems contributing to the conservation of land to the extent possible; and d) d) designed to reduce erosive velocities and mitigate thermal impacts (in the case of outfalls and outfall channels).	
34.	Draft Early Works Report (July 2020)	Detail Design/SWM Criteria	Please note that TRCA's stormwater management criteria for the additional impervious areas (i.e. the expanded crossing. East Harbour Station and amenities) are as follows: a) Erosion Control: Retention of the 5 mm storm onsite with the use of LIDs (Green roofs, permeable pavers, bioswales, etc.)	

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE
			b) Quantity Control: No quantity control for direct watercourse discharge to the Don and West Don Rivers. If discharging to a City sewer, then the City's criteria would govern. c) Quality Control: 80% TSS removal. Please note that TRCA only credits oil-grit separators to provide 50% TSS removal when sized for 80% TSS removal. They must be placed in a treatment train to be credited the full 80% TSS removal. If there are space constraints, TRCA accepts a filtration system (e.g. Jellyfish) when sized correctly to provide 80% TSS removal. Please submit designs and calculations of all stormwater management measures in TRCA's regulated area	
			demonstrating that the above-mentioned criteria are met.	
35.			As this project will likely require dewatering, it is important to note that any construction dewatering discharge that will negatively affect flooding, erosion, or natural features upstream or downstream will not be supported by TRCA.	
	Draft Natural Environment Early	Anticipated Construction Works:	If it is identified during preliminary/detail design that dewatering is required, the proponent should provide information on dewatering volume, zone of influence, discharge plan, impact assessment (impact on surface water features, environmental sensitive area, etc.) as well as monitoring, mitigation and contingency plan. The proponent should provide TRCA a copy of the hydrogeological investigations reports for review when complete.	
	Works Report (July 2020)	Site Preparation/ Dewatering	Our preference is to discharge into nearby municipal sanitary and storm systems. Upon careful evaluation of the alternatives and potential impacts, should discharge into the watercourse be determined as the only feasible option, a staged-approach must be considered, such as on-site storage in ponds and reservoirs, evaporation ponds, and staged-release into the watercourse.	
			Please refer to the TRCA Technical Guidelines for the Development of Environmental Management Plans for Dewatering (September 2013): EMPs for Dewatering.pdf	
36.	Draft Natural Environment Early Works Report (July 2020)	Water Temperature	Please note that while the proposed works are located on, or adjacent to, areas of the watercourse (main and West Don River) identified as warm water, efforts should be taken to prevent temperature spikes in all watercourses as these spikes create a harsh environment for fish and other aquatic species. This is because the impact of asphalt heat islands on creeks can have negative effects and change the community species composition.	
37.	Draft Natural Environment Early Works Report (July 2020)	Hydrologic Regimes	Please note that aquatic ecosystems include the hydrologic regime such as water quality, quantity, temperatures, sediment loads, and seasonal and daily flow variations. Thus, an increase in development area in already highly urban areas often tends to impact these ecosystems in the aforementioned ways. Thus, we recommend that effort be taken to assess and address the above items with appropriate Low Impact Development options and other mitigation techniques. Staff recognizes that some of these impacts are unavoidable, so we will work with the team to provide addition technical guidance relating to these items.	
38.	Draft Natural Environment Early Works Report (July 2020)	Migratory Birds and Insects	In addition, as you are aware, migratory birds and insects have a strong need and use of natural wildlife corridors. Thus, we often find in urbanized areas such as these sites that linkages and connected corridors tend to provide habitat for these species to facilitate resting and feeding, and would like to ensure that species are able to continue on their migratory journey without encountering large gaps of unsuitable habitat. Our policies and watershed plans identify the importance of protecting and enhancing our natural systems which serve as wildlife corridors. Climate change and development place pressures on these connections. So similar to the comment above, please ensure that the report assesses the form and function of the existing rail tracks and surrounding areas as wildlife corridors.	

ITEM	DOCUMENT	DESCRIPTION	TRCA COMMENTS (July 6, 2020)	PROPONENT RESPONSE
			There may be opportunities, for example along the edges of the station construction areas, to enhance the natural environment and provide a connection to the surrounding natural areas.	
39.			While TRCA recognizes that trees and large wildlife species are not encouraged in close proximity to rail tracks; we believe that it is important to identify other opportunities to provide dense shrub plantings and a diverse native seed mix with species that support pollinators	

APPENDIX A: TRCA COMMENTS ON CONCEPTUAL DESIGN PRESENTATION

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE			
CROS	SINGS – GENERAL (Comments 1-6)				
1.	Please note that our objective at TRCA is to minimize the required number of crossings through valley corridors. It appears that the preferred alignment will have three crossings:				
	 Lower Don River Crossing at the GO tracks Upper Don Valley – Millwood Crossing Upper Don Valley – Overlea Crossing (N5) 				
	For each crossing, Metrolinx must demonstrate that there are no significant impacts to flooding as a result of the crossing. The TRCA Stormwater Management Criteria (TRCA, 2012) must be met - documents are available online at http://sustainabletechnologies.ca/wp/wp-content/uploads/2013/01/SWM-Criteria-2012.pdf .				
2.	We recommend that Metrolinx situate and design the crossings appropriately in line with the necessary technical studies - fluvial geomorphic processes (cross perpendicular to the stream, cross on as straight a reach as possible) meander belt and erosion studies etc. (100 year erosion limit where meander belt is not possible).				
3.	For all new crossings hydraulic modelling will be required to demonstrate no or minimal changes to floodplain elevations.				
4.	Long term implications for managing features located within the flood plain will be an issue within the Don River Valley at the various crossings:				
	a) Please note that the final design of bridge piers at the Millwood and Overlea crossings needs to also address implications to river flows, specifically for piers within the watercourse, to ensure that the potential for scour and erosion locally is fully understood and addressed.				
	b) For abutment and pier works within the Don River Valley, isolation of the construction areas from flows is required, and staff request consideration of the use of a more robust method for isolation (i.e. coffer dam or similar vs. silt fencing and filter socks). The proposed isolation measure will need to tie into the existing bridge abutments.				
	c) Please note that it will be important that pier locations for the Millwood and Overlea crossings be designed in a such a way as to avoid any sensitive natural features. This includes wetlands along with the placement of piers within watercourses. Please ensure that the design is coordinated with the consulting ecologist to ensure any sensitive ecological areas are avoided.				

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE		
Ancilla	Ancillary Features Site Location: (Comments 5-6)			
5.	For future siting of ancillary features, such as TPSSs and EEBs, please note that they should not be sited in the floodplain or areas that are prone to slope failure as this poses a risk to staff, nearby properties and the general public.			
6.	Evaluation Criteria: Natural hazards, especially flooding and erosion, should be a determining factor used in assessing location/sites for infrastructure (i.e. TPSSs, EEBs, MSFs). These factors should be included in the evaluation table and given the same weight/importance in the siting of infrastructure as other factors like constructability, cost, and user experience, etc. Please confirm that this will be assessed as part of this TPAP stage and documented accordingly. TRCA will need to see these assessments.			
LOWE	R DON RIVER CROSSING (Comments 7-20)			
Propo	sed Bridge Plan (Slides 18-21): (Comments 7-14)			
7.	Staff strongly recommends a joint meeting with Metrolinx, TRCA, Waterfront Toronto and the City of Toronto early in the process as there are currently numerous major City building and infrastructure projects in the vicinity of the Lower Don River crossing. One of TRCA's strategic objectives is to help our partners channel joint efforts and implement projects that are efficient and mutually cost-beneficial. Bearing in mind the varying project timelines, costs of flood proofing, duplication of efforts and shared benefits, it may be worthwhile for the Metrolinx, the City, TRCA, Waterfront Toronto and other affected agencies to join efforts to address the current flooding issues in a timely manner and achieve shared benefits.			
8.	Existing and future critical flood infrastructure may result in design limitations. Flood protection initiatives and associated requirements are discussed in further detail in the next sub-section (staring with Comment 15). These initiatives can also be discussed in further detail at the above-noted joint meeting.			
9.	2 new bridge spans are proposed over the Don Valley Parkway and Don River on either side of the existing CN bridge for the Ontario Line tracks, including pedestrian/cycling facilities (slide 18). It is understood that the existing bridge abutments will be expanded on both sides to accommodate these additional spans.			
	a) Please confirm the widths of the proposed bridges, as well as the total width of the crossing once complete.			
	 Please confirm any modification/changes/extensions to the abutments, piers, wingwalls and their potential impacts. 			

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE
	c) The geotechnical design is needed for the abutments, foundations, earthworks for the approach embankment as well as any other means and methods (both temporary and permanent) to facilitate the works, which can result in the alteration of the surrounding area.	
	d) The proposed bridge abutments appear to increase flood elevations in the hydraulic model in some critical locations. In particular, expanding the spill extents in the east don lands is problematic. Metrolinx should design the bridge structures to maintain base flood elevations and extents in the key areas. Key areas include the West Don Lands FPL tie off point, BEFP FPL Phase 1, spill through Eastern Ave, BMW Lands, Metrolinx bridge soffits, and Unilever FPL. Future submissions should also create difference files to examine changes to flood elevations within the entire floodplain. Please share the hydraulic model for TRCA review as well.	
	e) The proposed FPLs on the east side of the Don River (both south and north of the tracks) and the Port Lands sediment control area on the southwest side of the bridge need to be considered in the development of options.	
	f) The abutments for these structures should not cross onto TRCA property.	
10.	With regards to utility and other infrastructure relocation, staff notes that there are several other infrastructure and utilities including watermains, hydro utilities, etc., owned by other agencies that may need to be relocated to facilitate this project. Please confirm if this infrastructure and utility works will be undertaken by Metrolinx (or contractor) as part of this project as well as the timelines for these works.	
	It is important to note all early/enabling works, and if some of the works will be undertaken by other proponents (municipalities and companies) as these other proponents may be subject to TRCA Regulatory requirements. In addition, it will be important to confirm these details to provide adequate time for permitting and implementation to avoid overall project delays. Please include this item in the future commitments section within the EPR.	
11.	<u>Pedestrian/Multi-Use Crossings</u> : Slides 18 and 21 of the presentation indicates that work is underway to also incorporate a multi-use path and pedestrian crossing on both bridges. TRCA questions the need for the bridge on the south side. Our preference is to avoid multiple crossings in close proximity to each other over watercourses.	
	In line with TRCAs <i>The Living City Policies</i> , in order to support the proposed new, replacement, or expanded infrastructure, it must be demonstrated through technical studies completed by a qualified professional in accordance with TRCA standards and to the satisfaction of TRCA that:	
	 there will be no increase in risk associated with flood hazards and erosion hazards to upstream or downstream properties within valley and stream corridors; 	

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE
	 infrastructure has been designed in a manner that minimizes the number of crossings and areas to be disturbed by infrastructure within valley and stream corridors, maintains the predevelopment configuration of the flood plain, valley or stream corridors, and does not prevent access for maintenance, evacuation or during an emergency; the works will not result in unacceptable impacts to flood storage and conveyance upstream or downstream of the site; and, considerable effort is put towards alleviating the current erosion and flood risk to affected properties through innovative means including possible acquisition of floodplain lands for remediation and or renaturalization of the valley. 	
12.	Stairs/ramps will be necessary for pedestrians/cyclists to exit the new crossings over the Lower Don. Please provide additional information on how the stairs/ramps for these pathways, west of the Don River, will interface with the West Don FPL and the future Wilson Yard. Our preference is to avoid siting additional infrastructure in this area as there are already essential project needs (sediment management area, Gardiner Expressway relocation, Wilson Yard improvements) that have not been designed and/or implemented, and this proposal could pose conflicts. Space in this area for additional infrastructure is already limited and will be more so once the above-noted initiatives are built.	
13.	Similar to the previous comment, the location of the pathway exits on the east side of the Don River could be potentially in-line with the future flood protection options (discussed further in the next section). When considering design options for the pedestrian/cycling crossings, please ensure that exits are placed east of the crest to ensure it is on the dry-sided slope of the feature and away from the clay core.	
14.	Metrolinx will need to demonstrate that the potential stairs/ramps will not cause negative offsite hydraulic impacts. In addition, any features that require filling or re-grading to achieve compliance with flood depth and velocity criteria shall not be permitted unless it has been demonstrated in an environmental study or technical report that can satisfy TRCA staff that this filling or grading will not result in adverse impacts on the flooding and erosion, or increase the risk to public safety, or the susceptibility to natural hazards is not increased and no new hazards are created.	
Flood Protection Initiatives: (Comments 15-20)		
15.	There are several flood protection initiatives surrounding the Lower Don River Crossing (and/or the Don Yard Relocation) that will result in limitations to development and additional monitoring requirements:	
	 West Don Flood Protection Landform in Corktown Commons Port Lands Flood Protection and Enabling Infrastructure Project 	

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE
	Broadview and Eastern Flood Protection	
	Significant developments are relying on the elimination of flood risk provided by these initiatives. Bridge abutments and connections to the Lower Don trail system should not impact the proposed flooding infrastructure. Depending on the timelines for construction, Metrolinx will be required to address existing flood plain management requirements if the works are developed and implemented prior to implementation of the flood protection at this location.	
	The schedule for Ontario Line should bear in mind other projects/schedules in the immediate area. Regular joint meetings between all affected parties will be important.	
16.	Any modifications to the CN embankment would trigger additional flood protection requirements as it would become part of the flood protection works for the site and the overall East Don Lands. The proponent needs to demonstrate that the design meets the definition of a Valley Wall Feature (VWF) or Flood Protection Landform (FPL) and how it interfaces with the adjacent flood protection infrastructure (tie in points). This will include the requirement to conduct all relevant geotechnical and structural studies to confirm the proposed design can withstand the hydrostatic forces of the Regional Storm event and address long-term concerns such as settling.	
17.	West Don Flood Protection Landform (WDFPL): Also known as the Corktown Commons, the WDFPL is in the northwest quadrant of the proposed Lower Don Crossing (immediately north of the Metrolinx property limits). The WDFPL cannot be compromised in any way as it provides flood protection to approximately 210 hectares of land west of the lower Don River.	
	The following comments are prefaced with the understanding that TRCA cannot support any design that negatively impacts the WDFPL:	
	a) Please note that the FPL tie off point extends into Metrolinx property. Comments regarding the protection and avoidance of the FPL should apply to the southernmost tie-off area as well. If this is not possible then Metrolinx will be responsible for modifying and reconstructing the tie-off point to the original design standards.	
	b) The proposed work is to avoid the disturbance or adverse impacts to the existing FPL by both permanent structures, facilities and earthworks as well as the temporary works to facilitate the construction. It is required that all proposed works including any temporary means and methods needed for the construction (i.e. construction access, temporary excavations, backfilling, stockpiling, staging and storage areas) stay entirely away from the FPL footprint along with an adequate additional buffer (no less than 10 m).	

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE
	c) Any dewatering or temporary excavation in this area is to be limited due to the presence of compressible soft soil in the area where the FPL sits, which may negatively impact the FPL.	
	d) The details of tie-in the proposed abutments, etc. need to be properly designed with respect to the footprir of the FPL and to ensure that the tie-in details as well as any permanent and temporary means and methods to facilitate the works do not adversely impact the FPL.	nt
	 e) A settlement monitoring program should be developed and implemented by a geotechnical engineer for th WDFPL and the areas in its proximity, including the settlement measurements for the selected points of th FPL, regular monitoring during construction and for a sufficient period after completion of construction, establishing thresholds for alert and immediate action. 	
	The details of the settlement monitoring program for the WDFPL are required to be provided within the geotechnical report along with a site plan to show the location of the monitoring stations. TRCA staff will need to sign-off on this plan prior to issuing the VPR. The monitoring program would apply to any works of the west side of the Don River.	on
	f) All the above-mentioned items need to be appropriately demonstrated on the drawings and reports. TRCA will provide the as-builts of the WDFPL (following a data sharing agreement) for all relevant site plans and cross-sections to be accurately plotted.	
	g) The earthworks and structures are also needed to be designed by geotechnical engineer as well as structural engineer. Furthermore, the design needs to consider the potential impact to the FPL.	
18.	Port Lands Flood Protection and Enabling Infrastructure: The Port Lands Flood Protection and Enabling Infrastructure project (PLFPEI) is one of the most significant urban renewal opportunities in Toronto. It is a comprehensive plan for flood protecting southeastern portions of downtown Toronto. Some components of flood proofing are already underway, and the project is expected to be complete in 2024, at which time the property will be removed from flood risk. There are critical PLFP infrastructure in the vicinity of the proposed crossing and approach that are to be protected and/or coordinated with, including the East Harbour Flood Protection Landform, the Sediment and Debris Management Area (SDMA), and Eastern Avenue Flood Protection.	
	The railway embankment will need to act as part of the flood protection; therefore, close consideration of the geotechnical conditions in the embankment as well as the tie-off points on both sides of the embankment will need to occur.	1
19.	Broadview and Eastern Flood Protection: Intended to address the remaining flood risk (approximately 8 hectares of land north of the rail embankment) following implementation of the PLFPEI project. Potential flood proofing of lands bounded by Don Valley Parkway in the west, the Metrolinx elevated railway embankment to the	

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE
	south, Eastern Avenue in the north, and the future extension of Broadview Avenue in the east. The preliminary preferred alternative design for the FPL has been completed and the EA is in progress.	
	The infrastructure required for this flood proofing effort should be considered in the design of the Lower Don crossing and associated works. The railway embankment may need to act as part of the flood protection infrastructure for this initiative. The pedestrian crossings will need to exit on the dry side of this future infrastructure. Coordination with this project will be essential.	
20.	<u>Unilever Precinct</u> : The Unilever Precinct Planning Study proposes a significant new employment node at the foot of the Don River on the east side of the Don Valley Parkway terminus, north of the Port Lands. The entire site lies within the Lower Don River flood plain, and is in the Lower Don Special Policy Area, resulting in limitations on development permissions linked to current flood risk. Development of this area is only permitted provided it is flood protected to at least the 1:350-year level.	
	The future of the precinct will depend on significant infrastructure investment in flood protection - the development of the East Harbour FPL (between the rail corridor and Lakeshore Boulevard) and the Broadview and Eastern FPL (between Eastern Avenue and the rail corridor). The design of the Lower Don Crossing and associated track and station works must not negatively impact this flood proofing infrastructure. Coordination with these projects will be important in the design process for the Lower Don works.	
DON Y	ARD RELOCATION (Comments 21-27)	
21.	Although the relocation of the Don Yard is not anticipated to impact the West Don FPL, please refer to the requirements outlined for the West Don Land FPL (Comment #17) regarding FPL protection against the adverse impacts by both temporary means and measures for construction as well as permanent structures, facilities, and earthworks. Notable elements of concern are the cut and cover portal construction (e.g. excavation, dewatering, vibrations), launch pits, and the shift of the Richmond Hill GO corridor (including potential retaining/crash walls plus foundations and the new access under the tracks). TRCA cannot support any design that negatively impacts the WDFPL.	
22.	We are currently in the VPR process for the USRC East Track Enhancement project, which includes a retaining wall and underground drainage system in proximity to the WDFPL. We are aware that the drainage system is temporary and to be removed for installation of the future Track E0; however, please confirm whether the retaining wall will be temporary or permanent. As previously stated, TRCA cannot support any design that negatively impacts the WDFPL.	
23.	TRCA is in agreement with the proposed approach to keep the realigned Richmond Hill track (outlined in blue on slide 15) within the existing corridor and to keep on top of the embankment if possible, with no retaining walls. As	

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE			
	previously stated, TRCA will not support temporary or permanent infrastructure, such as retaining walls and associated foundations, within 10 m of the WDFPL footprint. For example, the cross-section on slide 16 shows the foundation of the retaining/crash wall crossing the existing property line.				
24.	We recommend that Metrolinx assess and utilize subway construction technology that is less intrusive and minimizes/avoids impacts to the river and groundwater resources.				
Conce	ptual Extraction Site Layout (Comments 25-27)				
25.	Slide 17 shows segment storage on the FPL. This will not be supported by TRCA and should be relocated.				
26.	<u>Bala Underpass</u> : Slide 17 shows a "new access to be built from under the realigned track" from the workshop and offices to the WDFPL:				
	a) Please confirm whether this new access is in addition to the existing Bala Underpass or meant to replace the Bala Underpass. Additionally, please provide the rationale for this new access as this has implications to property within the flood hazard.				
	b) This underpass is a major constriction to flow in existing conditions and raises flood elevations spilling over the rail tracks. It is strongly recommended to increase the size of this underpass to reduce flood risk to the rail line in this area, and to lower flood elevations at the WDFPL tie-off point. Impacts to Hydro connections associated with the existing underpass will need to be examined if relocation is required.				
27.	<u>Don Landing Restoration Area</u> : The workshop, office space, and construction laydown area 2 on slide 17 are within the Don Landing Restoration area. The Don Landing Restoration area is an active flood conveyance zone of the Regional floodplain:				
	a) The location of the workshops and offices is within the floodplain of the Don River. This would unnecessarily expose people and property to flood risk. As such, the workshops and offices need to be moved away from the floodplain.				
	b) The construction laydown area should be removed from the floodplain. TRCA will not support any installations in this area, which is also TRCA property.				
	c) Any negative impact to flood conveyance by the project is not supported. Hydraulic modelling will be required to demonstrate the proposed plan will not negatively impact flooding elsewhere.				

ITEM	TRCA COMMENTS (May 15, 2020) PROPRES	
	d) The Lower Don Trail system crossing through this area must remain open at all times. The City of Toronto should be consulted about works in proximity to the trail system.	
	e) Please ensure early coordination with the various utilities in this area.	
RICHM	IOND HILL GO CORRIDOR REALIGNMENT (Comments 28-31)	
28.	On Slide 15 it appears the permanent shift of the Richmond Hill GO Corridor further north may be close to the existing West Don FPL. Though Metrolinx does not anticipate impacts to the FPL, in order to ensure that the proposed works (both permanent or temporary) do not negatively impact the existing FPL, please refer to Comment #17 for the FPL requirements. As previously stated, TRCA cannot support any design that negatively impacts the WDFPL.	
29.	All lands between the Don River and the West Don FPL, where the GO Corridor is located, are within an active flood conveyance zone. Design of the realigned corridor will need to consider impacts to/from flooding.	
30.	The appropriate geotechnical design is needed to be completed for various elements of the proposed work.	
31.	The majority of lands adjacent to the Richmond Hill GO Corridor are owned by TRCA. TRCA uses land securement as a tool to protect environmentally significant natural heritage lands and to provide relief from flood and erosion hazard. As such, it is important to avoid encroachment on TRCA property. If encroachment is unavoidable, the property requirements will need to be confirmed early in the process to begin the easement process.	
UPPEI	R DON CROSSINGS – MILLWOOD AND N5 OVERLEA (Comments 32-35)	
32.	The alignments (N1 and N5 as labelled in the April 2020 presentation) as well as the crossings shown on the presentation will need significant earth work in the form of cutting the slopes and or placement of fill. The slope stability of cuts and valleys are required to be studied by a geotechnical engineer. The study also needs to consider the impact of the proposed alterations in the valley slope stability. It is required that the stability of the slopes to be achieved within the proposed work. It is also required that the slope stability assessment provide the recommendations to ensure the stability is achieved, and there is no risk of triggering erosion hazards in the long-term	
33.	The impact of the loads from the bridge pier and foundations are also to be taken into account for the slope stability assessment and developing the solutions.	

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE
34.	Slide 33 states that 6-8 piers are proposed within the valley system for the Millwood Crossing. Considerations identified under the " Crossings – General " section will apply to the bridge work. There should be a conscious effort to reduce the number of piers and avoid placement within the watercourse and active flood zone.	
	Considering the constraints (i.e. floodplain, slope) and sensitive features in the valley, we would suggest utilizing the existing Millwood Avenue structure. Please comment as to why this option was not considered.	
35.	Although conceptual in nature, it appears that the portal for the Millwood Crossing exits in, or adjacent, to TRCA property (slides 33 and 34). Works for this portal and crossing will require an archaeological assessment by TRCA staff at an extra cost to Metrolinx. Please refer to Comment 53 for additional details.	
MAINT	ENANCE AND STORAGE FACILITY (MSF) (Comments 36-46)	
36.	It is our understanding, based on the May 12, 2020 teleconference, that approximately 800 m of slope reconstruction would be required for the MSF yard. TRCA cannot support an alternative that introduces new erosion hazards on TRCA regulated lands. In line with TRCAs <i>The Living City Policies</i> , in order to support proposed new, replacement, or expanded infrastructure, it must be demonstrated through technical studies completed by a qualified professional in accordance with TRCA standards and to the satisfaction of TRCA that: • there will be no increase in risk associated with flood hazards and erosion hazards to upstream or downstream properties within valley and stream corridors; • infrastructure has been designed in a manner that minimizes the number of crossings and areas to be disturbed by infrastructure within valley and stream corridors, maintains the predevelopment configuration of the flood plain, <i>valley</i> or stream corridors, and does not prevent access for maintenance, evacuation or during an emergency; • the ecological and hydrological functions of the valley or stream corridor are maintained by considering the valley or stream corridor form; • considerable effort is put towards alleviating the current erosion and flood risk to affected properties through innovative means including possible acquisition of floodplain lands for remediation and or renaturalization of the valley.	
	We are giving these preliminary comments with the understanding that they are at the concept design level and more design options will be provided later following discussions with TRCA.	
37.	TRCA recommends further examining alternatives for reducing the size of the site. As per <i>The Living City Policies</i> , new infrastructure must demonstrate that all feasible alternative sites and configurations have been explored and	

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE
	where unavoidable, it can be demonstrated that infrastructure has been designed in a manner that minimizes areas to be disturbed within valley corridors.	
38.	TRCA recommends exploring additional measures to reduce the impacts of the site, such as reconfiguring buildings, reducing spacing between tracks, and reducing the size of the stormwater pond.	
39.	The MSF site appears to encroach into the natural heritage system (NHS) and ESA along with the associated buffers. Included in the NHS is the West Don River Valley ANSI. The proposal does not seem to be consistent with TRCA's Living City Policies. Please ensure that the MSF site, including any required grading, is located outside of the natural features or hazard (whichever is greater) along with a minimum 10 metre buffer.	
40.	Please also note that the MSF site may require an OPA/ZBLA and Site Plan application and may not be consistent with the City's natural heritage policies under the Official Plan.	
	As part of TRCA's commenting role under the Planning Act , we have the delegated responsibility of representing the provincial interest on natural hazards encompassed by Section 3.1 of the Provincial Policy Statement, 2014 (PPS). Furthermore, in accordance with the TRCA Memorandum of Understanding (MOU) with the City of Toronto, TRCA is responsible for providing technical environmental advice on Planning Act applications.	
41.	The slide presented for the conceptual lay-out showed an area very close to the top of steep slope. The slide refers to "slope reinforcement might be required at the edge of the top of crest of slope".	
	As a summary of slope site based on TRCA screening tools, the slope is 25 to 30 m high (closer to 30 m high as the shown area on the slide). The slope is very steep in general particularly the upper 5 m (close to 1.2H:1V) and still steep for the rest of the slope in the middle and lower portion. Furthermore, the aerial photo shows that the watercourse is meandering in the location close to the concerned area, and that means that there may be a chance that the toe erosion process in the long-term will aggravate the slope stability. It is expected that the available setback of 10 m between the building and Top-of-Bank is not enough to ensure that the proposed work is entirely behind the Long-Term Stable Top of Slope (LTSTOS) as the erosion hazard limit. This means the engineered stabilization work will be needed to facilitate such work within the proximity of the hazardous slope. The engineering of the slope based on its height and steepness may need to be a very robust work with significant disturbance and slope reconstruction. Furthermore, the presence of watercourse where is currently located close to the toe of slope, may trigger long-term hazard to any potential slope stabilization means planned by Metrolinx in absence some channel works (to be verified by slope stability study after more detailed review of the site condition).	
	Notwithstanding the policy and ecological concerns for development in such proximity of the hazardous slope and potential encroachment to the erosion hazard limit determined by the Long-Term Stable Top of Slope (LTSTOS) by	

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE
	a geotechnical study, there are the following geotechnical concerns for the feasibility of the potential development in the erosion hazard area, which needs to rely on slope stabilization to facilitate such work:	
	 The extent of the slope stabilization can be significant depending in the extent of the areas, which is steep enough to be considered hazardous and to require the stabilization. Depending on the position of the Long-Term Stable Top of Slope, the required stabilization needs to be developed, and this may result in a significant slope stabilization based on the steepness of the upper slope and middle slope, the reinforcement may required alterations of significant portion of slope to facilitate a safe development against erosion hazard; 	
	 Additionally, for the areas that the watercourse is located close to the toe of slope, the future toe erosion process will also impact the slope stability and potentially results in greater safe setback (greater setbacks from the existing Top-of-Bank for the position of the Long-Term Stable Top of Slope (LTSTOS)) needed against the slope hazards. In that case, then the slope stabilization at the upper slope will also need some channel works against toe erosion to ensure its longevity against being potentially undermined in the long- term by toe erosion. Such channel work if deemed to be needed as per the detailed studies, to avoid impacting the upper slope will result in significant disturbance for access and other needed works. 	
	Provided those above, as per the feasibility of the proposed works at MSF, it is required that a slope stability study to be undertaken to determine the position of the Long-Term Stable Top of Slope (LTSTOS) for a minimum factor of safety of 1.5 (http://www.trca.on.ca/dotAsset/40047.pdf).	
	Based on the outcome of the study and position of the LTSTOS line, then the development for the MSF and potential solution needed to be presented to TRCA including the extent of the upper slope areas needs the stabilization, potential disturbance needed for such solutions including their implementation, the need for channel works against toe erosion and the potential disturbance, etc.	
	It should be mentioned that the slope stability study to inform the feasibility study and to develop the options is needed to be conducted at this stage of feasibility study.	
42.	The MSF slide for the conceptual layout of the south slope (Slide 43) proposed slope alteration/regrading. Additional information is needed to show the proposed grading on site plan and adequate cross-sections, provisions to facilitate such regarding/alterations in a long-term stable manner and the extent of disturbed areas including those needed for both permanent and temporary means and methods. Additionally, the stability study by a geotechnical engineer is also needed to demonstrate that the proposed works meet a long-term stable slope with a minimum factor of safety of 1.5.	

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE
43.	The CP Spur, booths, accesses, TPSS and all other elements in proximity of the steep slopes need to be located behind the Long-Term Stable Top of Slope (LTSTOS) with a minimum factor of safety of 1.50 (http://www.trca.on.ca/dotAsset/40047.pdf).	
	It should be mentioned that the slope stability study to inform the feasibility study and to develop the options is needed to be conducted at this stage of feasibility study.	
44.	Please refer to TRCA's Stormwater Management Criteria document for the applicable stormwater criteria to be followed for the MSF sites.	
45.	Details for the temporary bridge, access or any other disturbance as means and methods for construction need to be developed and presented on a site plan and cross-sections. A geotechnical engineer needs to review the designs and ensure their stability and confirm that they do not create hazard during their use. Furthermore, the details of proper restoration and/or reconstruction of the disturbed areas for the temporary access, bridges, etc. should be developed and reviewed by a geotechnical engineer to ensure the long-term stability of the restored areas as a result of the proposed temporary works. Additionally, it needs to be determined who will maintain the slope in the long-term.	
46.	The land on the northwest edge of the MSF site is owned by TRCA. TRCA uses land securement as a tool to protect environmentally significant natural heritage lands and to provide relief from flood and erosion hazard. As such, it is important to avoid encroachment on TRCA property. If encroachment is unavoidable, the property requirements will need to be confirmed early in the process to begin the easement process.	
SETB	ACK REQUIREMENTS	
47.	The alignment traverses the valley at the area of Millwood Road and north of Overlea Road. The valley slope is steep and located in close proximity of the watercourse with further risks of toe erosion to aggravate the slope stability.	
	The safe setback against the long-term erosion hazard is needed to be determined by a geotechnical study to delineate the Long-Term Stable Top of Slope (LTSTOS) corresponding to a minimum factor of safety of 1.50 to ensure that there is adequate setback against the erosion hazards for all component of the proposed works including the stations, emergency structures, etc. Please refer to the <i>TRCA Geotechnical Design Submissions and Requirements (November 2007)</i> (http://www.trca.on.ca/dotAsset/40047.pdf).	
	We strongly recommend that the slope assessment be done early to inform the siting of structures, preferably during the EA stage. If setbacks are not determined at this stage, TRCA is concerned whether there will be enough flexibility at later stages to make the necessary modifications to meet TRCA setback requirements.	

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE	
ECOL	OLOGY		
48.	An EIS should be completed for the purposes of determining ecological viability of alternatives to better inform decision making. It is unclear how ecological sensitivity and impacts were taken into consideration for the purposes of weighing alternatives. Impacts to the natural environment should be a determining factor used in assessing location/sites for infrastructure and should be identified in an evaluation table. Please provide an EIS demonstrating that no negative ecological impact will result from the proposal. If studies have not already been completed to support the decisions made, a Terms of Reference should be submitted to TRCA for comment prior to conducting studies.		
49.	TRCA will only consider compensation if it has been demonstrated that losses are unavoidable. Should no other alternatives be feasible, these losses will need to be quantified. In the absence of a finalized Metrolinx compensation strategy, ecological compensation should be based on TRCA's Guideline for Determining Ecosystem Compensation.		
STOR	MWATER MANAGEMENT		
50.	Please note that TRCA's stormwater management criteria for the additional impervious areas (i.e. crossings, Don Yard, MSF Yard) are as follows:		
	 a) Erosion Control: Retention of the 5 mm storm onsite with the use of LIDs (Green roofs, permeable pavers, bioswales, etc.) b) Quantity Control: No quantity control for direct watercourse discharge to the Don and West Don Rivers. If discharging to a City sewer, then the City's criteria would govern. c) Quality Control: 80% TSS removal. Please note that TRCA only credits oil-grit separators to provide 50% TSS removal when sized for 80% TSS removal. They must be placed in a treatment train to be credited the full 80% TSS removal. If there are space constraints, TRCA accepts a filtration system (e.g. Jellyfish) when sized correctly to provide 80% TSS removal. 		
51.	Please update the HEC-RAS model to include any grading and structures that are proposed in the floodplain and demonstrate that there will be no floodplain impacts (no increase in floodplain elevation) upstream or downstream of the site. Impacts to the floodplain cannot be supported and design modifications may be necessary to address this requirement to the satisfaction of TRCA. A commitment to undertake these analyses should be included in the EPR commitment table.		

ITEM	TRCA COMMENTS (May 15, 2020)	PROPONENT RESPONSE
GROU	NDWATER	
52.	As this project will likely require dewatering, it is important to note that any construction dewatering discharge that will negatively affect flooding, erosion, or natural features upstream or downstream will not be supported by TRCA.	
	If it is identified during preliminary/detail design that dewatering is required, the proponent should provide information on dewatering volume, zone of influence, discharge plan, impact assessment (impact on surface water features, environmental sensitive area, etc.) as well as monitoring, mitigation and contingency plan. The proponent should provide TRCA a copy of the hydrogeological investigations reports for review when complete.	
	Our preference is to discharge into nearby municipal sanitary and storm systems. Upon careful evaluation of the alternatives and potential impacts, should discharge into the watercourse be determined as the only feasible option, a staged-approach must be considered, such as on-site storage in ponds and reservoirs, evaporation ponds, and staged-release into the watercourse.	
	Please refer to the TRCA Technical Guidelines for the Development of Environmental Management Plans for Dewatering (September 2013): https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2016/02/17185417/TRCA Technical Guidelines for the Development of EMPs for Dewatering.pdf	
GENE	RAL	
53.	Archaeology It appears that the Lower Don River crossing, the Upper Don Millwood crossing, the Overlea crossing, and the MSF yard are surrounded by TRCA lands. Please note that these TRCA lands are currently managed by the City of Toronto parks division. Works on our property may require an easement and will trigger a need for Archaeological Review by TRCA at the expense of Metrolinx. Please ensure that these property requirements are confirmed early on in the detailed design stage to ensure that the appropriate TRCA property requirements are met. To avoid project delays, it is recommended that an Application for Archaeological Review be submitted early in the VPR process: https://s3-ca-central-1.amazonaws.com/trcaca/app/uploads/2018/10/17172439/Application-for-Archaeological-Review-06-26-2017.pdf	
	Low Impact Development (LIDs):	
54.	Staff recommends that Metrolinx incorporate Low Impact Development options into the design of the stations. These LIDs construction methodologies could be used to reduce impacts of the proposed expansion on the natural environment. Information pertaining to the LIDs could be found in the 2010, TRCA and area Conservation	

ITEM	TRCA COMMENTS (May 15, 2020) PR	
	Authorities - Low Impact Development Guidelines for Storm Water Management Design document. This document was prepared to provide engineers, ecologists and planners with up-to-date information and direction on how to plan and design storm water management facilities that will eventually have relatively low impacts on the environment. The purpose of the guidelines was to help ensure the continued health of the streams, rivers, lakes, fisheries and terrestrial habitats in our respective watersheds. Please refer to the TRCA Sustainable Technologies Evaluation Program website for the report www.sustainabletechnologies.ca	
	Design Opportunities:	
55.	Please explore opportunities to incorporate into various designs some natural heritage features, integrated art, environmental education and stewardship into wayfinding character, such as design graphics and sign elements into the station designs, entrances and pedestrian access points.	
	TRCA often encourages that as a minimum, Metrolinx should incorporate simple educational ecological materials/information/monuments into station entrance design that portray and inform local communities of the nearby natural heritage assets wherever possible. The planting of pollen rich herbaceous species and dense shrub plantings with diverse native seed mix with species that support pollinators at key locations could serve as a net benefit for the project https://cvc.ca/wp-content/uploads/2017/04/17-uo-nativeplantsforpollinators-booklet-v8-web.pdf .	
	Multi-Use Connection Opportunities:	
56.	Please consider opportunities for connectivity with other transportation modes at station locations. For example, there is an opportunity for developing a trailhead where trails are in proximity to stations.	

From:
To:
Cc:
Subject:
Date:
Attachments:

From: Margie Akins [mailto:Margie.Akins@trca.ca]

Sent: July-03-20 12:03 PM

To: Laura Witherow

Subject: RE: OL - Early Works Draft Report Review

Hi Laura,

Thanks for the reminder email. My apologies but I won't be able to submit comments until Monday. I appreciate your understanding.

Regards, Margie

I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.

From: Laura Witherow <Laura.Witherow@metrolinx.com>

Sent: Thursday, July 2, 2020 12:55 PM

To: Margie Akins < Margie. Akins@trca.ca>

Cc: James Francis < James.Francis@metrolinx.com>; Maria Zintchenko

<Maria.Zintchenko@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Merlin Yuen

<Merlin.Yuen@metrolinx.com>; Crystal Ho <crystal.ho@metrolinx.com>

Subject: OL - Early Works Draft Report Review

Good Afternoon Margie,

This is a friendly reminder that we are looking for comments to be provided for the following draft Ontario Line Early Works and Environmental Conditions Reports by end of day tomorrow, July 3rd:

- Early Works Report; and
- Natural Environment Early Works Report

Feel free to contact me if you have any questions.

Thank you,

Laura Witherow

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services 130 Adelaide Street W | Toronto | Ontario | M5H 3P5

T: 416.202.7511 C: 647.202.5143



From: <u>Margie Akins</u>
To: <u>Laura Witherow</u>

Cc: Maria Zintchenko; Rodney Yee; James Francis; Merlin Yuen; Crystal Ho

Subject: RE: OL - Draft Reports for TRCA Review Date: Tuesday, June 09, 2020 9:17:52 AM

Attachments:

Hi Laura.

Thanks for the Draft Early Works report. We'll provide comments with the Natural Environment Early Works Report by July 3rd.

Margie

I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.

From: Laura Witherow < Laura. Witherow@metrolinx.com>

Sent: Friday, June 5, 2020 4:40 PM

To: Margie Akins < Margie. Akins@trca.ca>

Cc: Maria Zintchenko <Maria.Zintchenko@metrolinx.com>; Rodney Yee

<Rodney.Yee@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Merlin Yuen

<Merlin.Yuen@metrolinx.com>; Crystal Ho <crystal.ho@metrolinx.com>

Subject: RE: OL - Draft Reports for TRCA Review

Happy Friday Margie,

One more report coming your way © You can find the Draft Early Works Report in the download link available below:

Download here:

Please let me know if you have any issues downloading or have any questions.

Thank you,

Laura Witherow

T: 416.202.7511 C: 647.202.5143

From: Margie Akins [mailto:Margie.Akins@trca.ca]

Sent: June-05-20 8:30 AM **To:** Laura Witherow

Cc: Maria Zintchenko; Rodney Yee; James Francis; Merlin Yuen; Crystal Ho

Subject: RE: OL - Draft Reports for TRCA Review

Hi Laura,

Thank you for providing the Draft Natural Environment Early Works Report for review and comment. I have circulated the report to staff and will provide comments by July 3rd, 2020.

Regards,

Margie

I am currently working remotely 7:30 am - 3:30 pm Monday to Friday.

From: Laura Witherow < <u>Laura.Witherow@metrolinx.com</u>>

Sent: Thursday, June 4, 2020 12:14 PM **To:** Margie Akins < Margie.Akins@trca.ca>

Cc: Maria Zintchenko < <u>Maria.Zintchenko@metrolinx.com</u>>; Rodney Yee

<Rodney.Yee@metrolinx.com>; James Francis
James.Francis@metrolinx.com>; Merlin Yuen

<<u>Merlin.Yuen@metrolinx.com</u>>; Crystal Ho <<u>crystal.ho@metrolinx.com</u>>

Subject: RE: OL - Draft Reports for TRCA Review

Good Afternoon Margie,

We're now able to share the Draft Early Works Natural Environment Report for your review and comment.

Download here:

Please note that we will still be sending the Draft Environmental Conditions Report and Draft Early Works Report once they become available.

As always, please let me know if you have any questions or concerns.

Thank you,

Laura Witherow

T: 416.202.7511 C: 647.202.5143

From: Margie Akins [mailto:Margie.Akins@trca.ca]

Sent: June-03-20 9:20 AM

To: Laura Witherow

Cc: Maria Zintchenko; Rodney Yee; James Francis; Merlin Yuen; Crystal Ho

Subject: RE: OL - Draft Reports for TRCA Review

Hi Laura,

Thank you for providing the Draft Natural Environment Report for review and comment. I have circulated the report to staff and will provide comments by June 30th, 2020.

Regards, Margie

I am currently working remotely 7:30 am – 3:30 pm Monday to Friday.

From: Laura Witherow < <u>Laura.Witherow@metrolinx.com</u>>

Sent: Tuesday, June 2, 2020 3:03 PM

To: Margie Akins < <u>Margie.Akins@trca.ca</u>>

Cc: Maria Zintchenko < <u>Maria.Zintchenko@metrolinx.com</u>>; Rodney Yee

<<u>Rodney.Yee@metrolinx.com</u>>; James Francis <<u>James.Francis@metrolinx.com</u>>; Merlin Yuen

<<u>Merlin.Yuen@metrolinx.com</u>>; Crystal Ho <<u>crystal.ho@metrolinx.com</u>>

Subject: OL - Draft Reports for TRCA Review

Good Afternoon Margie,

As you may be aware, the EPA team has been working on completing draft Environmental Reports for the Ontario Line project. As stipulated in the attached cover letter, I've provided the draft Environmental Conditions Natural Environment Report for the TRCA's review in the following download link.

Download here:

Please let me know if you have any questions or concerns. To note, the download link above will expire in 7 days time.

Thank you,

Laura Witherow

Project Coordinator, Environmental Programs and Assessment, Pre-Construction Services 130 Adelaide Street W | Toronto | Ontario | M5H 3P5

T: 416.202.7511 C: 647.202.5143



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⇒ METROLINX

Technical Stakeholders

- Other Technical Stakeholders
 - Canadian National Railway
 - o Exhibition Place
 - George Brown College
 - Hydro One Networks Incorporated
 - La Cité
 - Law Society of Ontario
 - Ontario College of Art and Design University

★ METROLINX

Other Technical Stakeholders

• Canadian National Railway

From: Ontario Line
To: michael.vallins@cn.ca

Cc: James Francis; Merlin Yuen; Maria Zintchenko; Crystal Ho; Rodney Yee

Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:46:17 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice MVallins.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

Metrolinx

From: Ontario Line

To: "michael.vallins@cn.ca"

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

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

Date: Tuesday, June 02, 2020 3:31:00 PM

CN Rail M.Vallins.pdf Attachment#1.pdf

Attachment#2.pdf Attachment#3.pdf

Good Afternoon,

Attachments:

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

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

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

Sincerely,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

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Other Technical Stakeholders

Exhibition Place

Merlin Yuen
TPorter@explace.on.ca
Maria Zintchenko: James Francis; Ontario Line; Crystal Ho; Cooke, Nicole; Madelin Blacha
RE: Draft Early Works Report Exhibition Place's Comments
Friday, January 29, 2021 2:21:03 PM
image



Good afternoon Tony,

Thank you for providing comments to the draft Exhibition Station Early Works Report. Please see attached our comment responses to Exhibition Place's comments corresponding with our edits to the Final Early Works Report based on your feedback. We look forward to continuing discussions and working collaboratively with Exhibition Place as the project progresses. Let me know if there are any outstanding comments following this circulation, otherwise we'd appreciate if your team can document this set as closed off.

Regards,

MERLIN YUEN

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

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PROJECT NAME:	DRAFT Early Works Report	* Actions:	** Line Item Status:
		1 = Will comply	O = Open, not resolved
PO Number:	November 2020 Report Date	2 = Discuss, clarification required	P = Pending incorporation in design
		3 = Not applicable because	C = Closed Implementation complete

PO Numb	er:	November 2020 Report Date			2 = Discuss, clarification required 3 = Not applicable because	P = Pending incorporation in design C = Closed implementation complete	
Item No.	Discipline	Reviewer Name	Drawing No./ Document No. Specification Section/ Page No.	Review Comment (Metrolinx, Third Party Reviewers)	Response and Details (Submitter)	* Action	
1	Exhibition Place	Tony Porter	xxii (second box - Traffic & Transportation	Exhibition Place is responsible for all roads and traffic planning on the property including the closing of roads and detour routes. Off-Peak / Weekends are not the same at Exhibition Place and we are often busier with more traffic on weekends than through the week.	Comment noted. As design progresses, additional traffic work will be completed for Exhibition Station to understand any potential construction impacts as a result of the Exhibition Station early works and summarized through a traffic management plan. It is acknowledged that weekend/off-peak flows of surrounding Exhibition Place are not reflective of typical off-peak/weekend volumes.		
2	Exhibition Place	Tony Porter	xxii (third box - Traffic & Transportation)	Coordination must also include Exhibition Place as we are responsible for our own roadways.	Comment noted. In the Final Exhibition Station Early Works Report, language will be revised to note that Metrolinx will coordinate with the City of Toronto and Exhibition Place for any additional traffic studies to be completed.		
3	Exhibition Place	Tony Porter	P.15 - 2.2.3.1	Construction activities must also be developed and coordinated with Exhibition Place and not just the City of Toronto given their intimate knowledge of the operations of the grounds.	Comment noted. Metrolinx will continue to engage Exhibiton Place in addition to the City of Toronto as design progresses.		
4	Exhibition Place	Tony Porter	P.16	Should add the Gardiner Expressway Re-habilition Project as well as the Dufferin St. Bridge Replacement	The Gardiner Expressway Rehabilitation Project and the Dufferin Street Bridge Replacement will be included in Section 2.2.3 as part of the Final Exhibition Station Early Works Report.		
5	Exhibition Place	Tony Porter	P.18 - 3.1.1.2	Has any pedestrian modelling been completed to determine the capacity requirements for the temporary bridge to ensure adequate capacity for large event crowds mainly associated with BMO Field & Budweiser Stage events? Thier is no refernce to this modeling in this report.	The approach taken for the Exhibition Station Early Works Report included documenting a range of potential construction activities and impacts of these activities to recommend appropriate mitigation. A pedestrian flow analysis was completed to inform design decisions regarding the temporary pedestrian bridge and the analysis is planned to be shared with Exhibition Place.		
6	Exhibition Place	Tony Porter	P.24 Temporary Road Closures	Exhibition Place issues Road Closure permits directly for all roads at Exhibition Place independent of the City of Toronto.	Comment noted. Section 5 of the Exhibition Early Works Traffic Report will be updated to reflect that Metrolinx will work with the City of Toronto and Exhibition Place to obtain any transportation-related permits and approvals.		
7	Exhibition Place	Tony Porter	P.44 - 4.9.1	Exhibition Place has commissioned Traffic Studies in the past that might be helpful including the latest in 2019 related to BMO Field TFC Traffic Impacts	Metrolinx would appreciate any prior reports completed by Exhibition Place to include in future documentation and studies for the Exhibition Place Early Works.		
8	Exhibition Place	Tony Porter	P.74 - Figure 5-12	Exhibition Place is shown as "Regeneration Areas", "Parks" & "Other Open Space Areas". We should be listed as "A Fixed Asset" & "Parks & Exhibition" space.	Comment noted. Land use map in the Final Early Works Report has been revised, and the following text added to the report. "In addition to the Official Plan's land use designations, the City of Toronto Act, 2006 (Province of Ontario, 2006) notes that Exhibition Place shall be used, a jfor parks and exhibition purposes; b)for the purposes of trade centres and trade and agricultural fairs such as, but not limited to, the annual Canadian National Exhibition and Royal Agricultural Winter Fair; c)for displays, agricultural activities, sporting events, athletic contests, public entertainments and meetings; d)for highway, electrical transmission or public utility purposes; e)for any other purpose that the City may approve. The area subject to the Exhibition Place land use outlined in the City of Toronto Act, 2006 is shown in Figure 5-12."		

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Itom his	Discipline	Reviewer Name	Drawing No./ Document No. Specification Section/ Page No.	Review Comment (Metrolinx, Third Party Reviewers)	Response and Details (Submitter)	* Action 1 / 2 / 3 (Submitter)	** Line Item Status O / P / C
9	Exhibition Place	Tony Porter	P.77 - 6.6.1.3.2	(Metrolinx, Initro Party Reviewers) Exhibition Place information should be taken from an Exhibition Place source document such as our Strategic Plan.	Information regarding Exhibition Station within this section was compiled from City sources in addition to information on the Exhibition Place webpage, the Exhibition Place Master Plan and Strategic Plan. References in the Final EWR will be updated to include the Exhibition Place Master Plan and Strategic Plan.	(Submitter)	(Reviewer)
10	Exhibition Place	Tony Porter	P.82 - 5.6.2.1.2 Table 5-9	Map ID 7 mentions "Exhibition Place Yard - Building Grounds". This is actually 2 Manitoba Drive and our General Services Building, City of Toronto Fuel Pumps and the Toronto Hydro Facility.	Thank you for the clarification; this reference was made in error and will be revised as part of the Final Exhibition Station Early Works Report.		
11	Exhibition Place	Tony Porter	P.83 - Figure 5-13	Map ID 7 mentions "Exhibition Place Yard - Building Grounds". This is actually 2 Manitoba Drive and our General Services Building, City of Toronto Fuel Pumps and the Tronto Hydro Facility. This is not park space and open space as indicated by the picnic table symbol.	Thank you for the clarification; this reference was made in error and will be revised as part of the Final Exhibition Station Early Works Report.		
12	Exhibition Place	Tony Porter	P. 85/86 Figure 5-14 & Table 5-12	EX-3 is not in the correct location and should be placed on Newfoundland Drive between the Beanfield Centre and Hotel X Toronto. It is currently placed at 2 Manitoba Drive (2 Strachan Ave. does not exist). Status should also change to construction at 95% complete.	Thank you for the clarification; this reference was made in error and will be revised as part of the Final Exhibition Station Early Works Report. The construction status will also be revised in the Final Early Works Report.		
13	Exhibition Place	Tony Porter	P. 102 - 5.9.1.1 Nova Scotia Avenue	Please add " and is under the direct responsibility of Exhibtion Place designated as a Park Road."	This reference will be added in the Final Exhibition Station Early Works Report.		
14	Exhibition Place	Tony Porter	P.102 - 5.9.1.1 Manitoba Drive	Please add "and is under the direct responsibility of Exhibtion Place designated as a Park Road."	This reference will be added in the Final Exhibition Station Early Works Report.		
15	Exhibition Place	Tony Porter	P.103 - 5.9.1.2 Active Transportation	Exhibition Place is responsible for Pedestrians, Cyclists, Vehicles, etc. when on Exhibition Place property as it relates to Active Transportation.	Comment noted. The report will be revised to note that Metrolinx will coordinate with the City of Toronto and Exhibition Place with any future traffic studies to be completed.		
16	Exhibition Place	Tony Porter	P.138 Table 6-9 Transportation Network - Roads & Active Transportation	Exhibition Place is responsible for Pedestrians, Cyclists, Vehicles, etc. when on Exhibition Place property as it relates to Roads & Active Transportation therefore consultation will be with Exhibition Place directly. Off-Peak & weekends are not the same at Exhibition Place compared to the broader city and weekends are often the busiest days of the week.	Comment noted. As design progresses, additional traffic work will be completed for Exhibition Station to understand any potential construction impacts as a result of the Exhibiton Station early works and how to best manage these impacts, summarized in a traffic management plan. It is acknowledged that weekend/off-peak flows surrounding Exhibition Place are not reflective of typical off-peak/weekend volumes.		
17	Exhibition Place	Tony Porter	P.146 8.3 Engagement with Community Stakeholders & Groups	,	Exhibition Place was the first stakeholder engaged with regards to the draft Early Works Report and past engagement documented in the draft Early Works Report was aimed at driving broad awareness about the project. Within the Final Early Works Report, the consultation section will be updated to include engagement with Exhibition Place. As project planning progresses, Metrolinx will continue to engage Exhibition Place.		
18	Exhibition Place	Tony Porter	P.148 8.4 Engangement with Technical Stakeholders	Exhibition Place was not consulted prior to this report being published for feedback and was not part of the Municipal Agencies group. As Exhibition Place is an Agency of the City of Toronto, the second busiest station location for Metrolinx, second only to Union Station, it is concerning that Exhibition Place, the single largest destination on this project, was not part of the consultation process.	As noted above, Exhibition Place was the first stakeholder engaged with regards to the draft Early Works Report and past engagement documented in this report was aimed at driving broad awareness about the project. Within the Final Early Works Report, the consultation section will be updated to include engagement with Exhibition Place. As project planning progresses, Metrolinx will continue to engage Exhibition Place.		

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Item No.	Discipline	Reviewer Name	Drawing No./ Document No. Specification Section/ Page No.	Review Comment (Metrolinx, Third Party Reviewers)	Response and Details (Submitter)	* Action 1 / 2 / 3 (Submitter)	** Line Item Status O / P / C (Reviewer)
19	Exhibition Place	Tony Porter	P,150 8.5 Engagement with Elected Officials	The Exhibition Place Board of Governors is currently comprised of four members of Toronto City Council. It should be noted that three of four were not included in this consultation with Elected officials.	As noted above, consultation efforts during introductory stages of the project were aimed at driving broad awareness about the project. As project planning progresses, Metrolinx will continue to engage Exhibition Place and contact relevant Elected Officials.		
20	Exhibition Place	Kelvin Seow	Storm Water Plan	There is no mention of Exhibition Place reviewing the Storm Water Plan.	Stormwater Management Plans are not typically included as part of the Environmental Assessment process and are developed later on as designs are finalized. However, Metrolinx can provide updates to Exhibition Place on stormwater management methodology and design as these details emerge.		
21	Exhibition Place	Kelvin Seow	Noise & Vibration	There is a 250m buffer zone and 1 noise monitor north of the site but no mention of any monitoring devices at Exhibition Place?	The baseline noise measurements conducted provide a sample of existing conditions which may be used for comparison with construction noise levels and to validate modelled project noise impacts. The assessment of operational noise will incorporate many more points of reception at sensitive receptors and is based on modelling of current and future anticipated noise levels. If required, noise and vibration monitoring will be conducted at Exhibition Place during construction.		
22	Exhibition Place	Kelvin Seow	P.76	mention below image 3 which references the tunnel.	Transit infrastructure within the study area and in particular, the main transit link between the City and Ontario Place/Waterfront, are described in Section 5.9.2. In particular, this section documents TTC connections via the Exhibition Streetcar loop, GO Transit connections via the Lakeshore West rail line, and TTC bus connections. Additional information has been also added to Section 5.6.1.2 describing the transit link from the Lakeshore West GO line/Exhibition GO Station to Ontario Place/Waterfront via pedestrian tunnel beneath the Lakeshore West rail corridor and pedestrian bridge over Lake Shore Boulevard West.		



From: Ontario Line

Sent: January 21, 2021 1:50 PM

To: 'Tony Porter' <TPorter@explace.on.ca>

Cc: Josh Vandezande < Josh. Vandezande@metrolinx.com>

Subject: RE: Follow up: Exhibition Place tenant engagement sessions

Hi Tony,

Absolutely, the presentation is attached.

Talk soon,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist - Ontario Line

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From: Tony Porter < TPorter@explace.on.ca> Sent: Thursday, January 21, 2021 7:58 AM To: Ontario Line <ontarioline@metrolinx.com>

Cc: Josh Vandezande < Josh Vandezande@metrolinx.com >

Subject: RE: Follow up: Exhibition Place tenant engagement sessions

Hi Caitlin,

Thank you and I too think it was a very good session yesterday. Would you be able to send me the presentation you used again so I can forward that off to the Big 5?

The only time that would work for me would be tomorrow morning at 9:30 and I will send you a Zoom request again for that time.

Thanks

Tony Porter | Director, Security & Transportation | Exhibition Place

Enercare Centre I Beanfield Centre

100 Princes' Blvd. Suite 1 | Exhibition Place | Toronto, ON M6K 3C3 | Phone: (416) 263-3564 | Cell: (416) 899-3152 |

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From: Ontario Line [mailto:ontarioline@metrolinx.com]

Sent: January 20, 2021 4:50 PM To: Tony Porter < TPorter@explace.on.ca>

Cc: Josh Vandezande < Josh. Vandezande@metrolinx.com >

Subject: RE: Follow up: Exhibition Place tenant engagement sessions

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Hi Tony,

Thank you again for facilitating today's meeting! Your support and insight helped tremendously in making today's discussion with your tenants such a constructive one.

We would love to connect again ahead of the next session with your remaining tenants. Below I have enclosed a few possible dates and times – please let us know if any of these work for you:

- Friday, January 22: 9:30 a.m., 1:00 p.m. or 1:30 p.m.
- Monday, January 25: 9:30 a.m.
- Tuesday, January 26: 3:00 p.m.

We look forward to hearing from you and connecting again soon.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist - Ontario Line

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From: Tony Porter < TPorter@explace.on.ca> Sent: Tuesday, January 19, 2021 4:48 PM To: Ontario Line < ontarioline@metrolinx.com >

Cc: Josh Vandezande < Josh. Vandezande@metrolinx.com >

Subject: RE: Follow up: Exhibition Place tenant engagement sessions

I could make 1030-11 work by moving a couple things around.

Tony Porter | Director, Security & Transportation | Exhibition Place

100 Princes' Blvd. Suite 1 | Exhibition Place | Toronto, ON M6K 3C3 | Phone: (416) 263-3564 | Cell: (416) 899-3152 |

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From: Ontario Line [mailto:ontarioline@metrolinx.com]

Sent: January 19, 2021 4:47 PM To: Tony Porter < TPorter@explace.on.ca>

Cc: Josh Vandezande < Josh. Vandezande@metrolinx.com >

Subject: RE: Follow up: Exhibition Place tenant engagement sessions

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Hi Tony,

My sincere apologies, 11:30 does not work for us tomorrow; would it be possible to connect any earlier than this between 9:30 and 11:30 (perhaps 11)? Please let us know if there is another time that might work.

Thanks again.

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

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From: Tony Porter <TPorter@explace.on.ca> Sent: Tuesday, January 19, 2021 4:27 PM To: Ontario Line < ontarioline@metrolinx.com>

Cc: Josh Vandezande < losh.Vandezande@metrolinx.com

Subject: RE: Follow up: Exhibition Place tenant engagement sessions

Hi Caitlin,

11:30 works best for me. Did you want to use Zoom set up on my end and we can test the controlling the slides, etc. so we know everything works for the call?

Tony Porter | Director, Security & Transportation | Exhibition Place

are Centre | Beanfield Centre

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From: Ontario Line [mailto:ontarioline@metrolinx.com]

Sent: January 19, 2021 3:54 PM To: Tony Porter < TPorter@explace.on.ca>

Cc: Josh Vandezande < Josh. Vandezande@metrolinx.com >

Subject: RE: Follow up: Exhibition Place tenant engagement sessions

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Hi Tony,

Thanks very much for reviewing the updated deck. Great idea to connect ahead of the meeting to discuss logistics. Are you available between 9:30 and 11:30 tomorrow morning? Would you prefer to connect via phone or a meeting platform such as Teams? Please let me know if you prefer the latter, and I can send over a meeting link. My colleague Lancefield will be joining us on the call.

Thanks again,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist - Ontario Line

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From: Tony Porter < TPorter@explace.on.ca> Sent: Tuesday, January 19, 2021 12:35 PM To: Ontario Line <ontarioline@metrolinx.com>

Cc: Josh Vandezande < Josh.Vandezande@metrolinx.com >

Subject: RE: Follow up: Exhibition Place tenant engagement sessions

Thank you for the updated deck. I think it looks really good and based on your narrative content/approach we should be good. Certainly a focus on the movement of people and impact on the south side of the tracks will need to be the focus.

Did you want to have a quick call sometime tomorrow to discuss the workings of the call before everyone joins?

Tony Porter | Director, Security & Transportation | Exhibition Place

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From: Ontario Line [mailto:ontarioline@metrolinx.com]

Sent: January 19, 2021 9:23 AM To: Tony Porter < TPorter@explace.on.ca>

Cc: Josh Vandezande < Josh. Vandezande@metrolinx.com >

Subject: RE: Follow up: Exhibition Place tenant engagement sessions

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Hi Tony,

My apologies for the delay in sending you an update. Thank you again for your feedback; your comments and the additional information and context you provided have

I have attached an updated version of the deck. As you noted, much of the draft letter's content is referenced in the deck. We will keep the areas you identified as our guiding focus and expand in further detail via our speaking notes, including the timeline for the project, timeline for Early Works, where Early Works will impact (north vs south side), pedestrian flow and so on.

Regarding the elevated concourse, we will introduce and speak about it to your tenants before the discussion and let them know this is the concept we are proceeding with instead of tunnels. We will also let the group know that we will follow up with further details and preliminary designs for their feedback as part of our next steps. As we are still in the design concept's early stages and have limited information, we will focus more on the construction activities and components under the Early Works

Please let us know if you have any questions or additional comments on the revised deck. Thank you again for your time and help with the presentation.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist - Ontario Line



From: Tony Porter < TPorter@explace.on.ca> Sent: Tuesday, January 19, 2021 9:11 AM To: Ontario Line < ontarioline@metrolinx.com>

Cc: Josh Vandezande < Josh Vandezande@metrolinx.com>

Subject: Re: Follow up: Exhibition Place tenant engagement sessions

Hi Caitlin.

Just thought I would check in to see how you are doing with the presentation for tomorrow? Let me know if you need anything from me and I'd be happy to take one last look before as well.

Tonv.

Tony Porter | Director, Security & Transportation | Exhibition Place

100 Princes' Blvd. Suite 1 | Exhibition Place | Toronto, ON M6K 3C3 | Phone: (416) 263-3564 | Cell: (416) 899-3152 | Fax: (416) 263-3019

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From: Tony Porter < TPorter@explace.on.ca> Sent: Friday, January 15, 2021 11:40:25 AM To: Ontario Line < ontarioline@metrolinx.com>

Cc: Josh Vandezande < Josh. Vandezande@metrolinx.com >

Subject: Re: Follow up: Exhibition Place tenant engagement sessions

Thank you Caitlin. I think that the slides and narrative should show a full understanding of Exhibition Place, our economic value to the City/Province and the need to move large volumes of people (almost 9 million annually) to or through the grounds. If you demonstrate that in the slides or narrative it will provide a greater comfort to the group on the

Keep in mind we likely will need to remove the focus on the big 5 from the 27th presentation but all of my other notes or comment would apply.

Have a great weekend and don't hesitate to reach out if you have questions.

Thank you.

Tony.

Tony Porter | Director, Security & Transportation | Exhibition Place

100 Princes' Blvd. Suite 1 | Exhibition Place | Toronto, ON M6K 3C3 | Phone: (416) 263-3564 | Cell: (416) 899-3152 | Fax: (416) 263-3019

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From: Ontario Line <ontarioline@metrolinx.com> Sent: Friday, January 15, 2021 11:32:47 AM To: Tony Porter <TPorter@explace.on.ca>

Cc: Josh Vandezande < Josh. Vandezande@metrolinx.com >

Subject: RE: Follow up: Exhibition Place tenant engagement sessions

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Hi Tony,

Thank you for your thoughtful comments on the deck and letter. We appreciate you taking the time to review these materials and providing us with your feedback and information about your tenants. I will take these back and we will start working on the next version of the deck.

We will be in touch early next week to give you an update and discuss the next draft. Please do not hesitate to reach out in the meantime with any additional comments or questions.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: Tony Porter < TPorter@explace.on.ca>
Sent: Friday, January 15, 2021 10:31 AM
To: Ontario Line < ontarioline@metrolinx.com>

Cc: Josh Vandezande < Josh. Vandezande@metrolinx.com >

Subject: RE: Follow up: Exhibition Place tenant engagement sessions

Hi Caitlin.

I would also add either into the slides or speaking notes that you recognize that COVID19 has had a major impact on their events in the last 10+ months and the last thing we are wanting to do is have any further negative impact in the future with this project. Then maybe turn to the positive of how this line will in fact bring more people to Exhibition Place and their events much easier once completed.......

Tony.

Tony Porter | Director, Security & Transportation | Exhibition Place

Enercare Centre | Beanfield Centre

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From: Tony Porter

Sent: January 15, 2021 10:22 AM

To: 'Ontario Line' <ontarioline@metrolinx.com>

Cc: Josh Vandezande < Josh. Vandezande@metrolinx.com >

Subject: RE: Follow up: Exhibition Place tenant engagement sessions

Hi Caitlin,

Thank you for the draft deck and letter which looks like a great start. These are our comments:

- 1. We would just incorporate everything contained in the letter into slides as these are more of the concerns and questions which will have focus on:
 - a. When is this happening?
 - b. Where does it impact (south or north side of tracks)?
 - c. What will they see or experience in this phase?
 - d. How long will this phase take?
 - e. How are people going to be impacted and move in the area?
 - Much is contained somewhere now but if we could keep these as the guiding focus.
- 2. Could you add Exhibition Place to a "partner" where you speak of ongoing work in the second last paragraph of the letter (now to be in the slides)?
- 3. We need to be sure the majority of the focus for the presentation on the Exhibition Station work.
- 4. I would move slide 20 after slide 10 as it addresses timelines and may remove many early questions at slide 10.
- 5. Slide 15 has the issue with Exhibition Place land use not being correct and either update that slide or remove it completely so they do not think there is a larger idea of complete redevelopment somewhere in someone's mind.
- 6. After slide 22 I think we need to talk more about the future station design work even just high level similar to slide 23 with the OP connection ideas. I think we need to talk about the idea of a raised concourse to cross the tracks versus tunnels so they can get their heads around that major change in design and use of the area compared to the last 5 years working with the concept of tunnels.

Below are some information and stats from various websites for the January 20th meeting group that might be useful to add in some way to address your second point in the email below. I also included links to where the information is from on public websites.

I would be happy to discuss these changes and review the next draft prior to the 20th.

Thanks,

Tony.

Canadian National Exhibition:

A 2017 Economic Impact Assessment, conducted by Enigma Research Corporation, reports that the Canadian National Exhibition (CNE) generates an estimated \$93.1 million for Greater Toronto Area and more than \$128.3 million for the province of Ontario each year.

One of the many ways the CNE helps to boost the local economy is through job creation. The CNE hires approximately 1200 people starting in the spring of each year to assist in the planning and production of the annual fair. An additional 3,500 people are hired during the Fair itself by CNE partners including Emergency Services, Toronto Police, Toronto Fire, food vendors, exhibitors and concessionaires. For many young people growing up in Toronto, the CNE is their first employment experience.

With annual visitation of approximately 1.5 million people, the CNE offers companies an excellent venue in which to sell their products and connect with their audiences face to face. Many corporate sponsors and more than 700 exhibitors, including many Canadian and international businesses, participate in the CNE.

The CNE also works with organizations including <u>Festivals and Events Ontario</u>, <u>Tourism Toronto</u> and <u>Attractions Ontario</u> to help promote tourism in the Greater Toronto Area and the Province of Ontario.

https://theex.com/footer/about-the-cne/economic-impact

Royal Agricultural Winter Fair:

The Royal has grown to be the largest indoor agricultural and equestrian event in the world. The Royal Horse Show is one of the world's finest equestrian spectacles and attracts

athletes from across the planet. A win at The Royal means something, regardless of whether you're pickling, jamming, raising beef or driving six-horse hitches. Every year, 300,000 people come to The Fair to celebrate the very best food, livestock and horsemanship this country has to offer.

https://www.royalfair.org/about/

Home Shows (Spring & Fall):

National Home Show

The largest of all the events BILD produces, the National Home Show presented by RE/MAX and co-located with Canada Blooms, is the place to go for inspiration, resources, and to meet the people and companies that can help you get it done. With a wide variety of exhibitors focusing on gardening, outdoor living, renovation, indoor living, and eating & entertaining, it's no wonder the show attracts more than 174,000 every March. Learn more about North America's largest home and garden event here: nationalhomeshow.com

Toronto Fall Home Show

Each year 19,000+ consumers visit the Toronto Fall Home Show looking to evolve their space to meet changing needs. The show provides solutions that help consumers shape their space whether they need to restructure, restyle, or reorganize. Look for it every September/October. Learn more at: fallhomeshow.com

https://bildgta.ca/membership/homeshows

One of a Kind Shows:

As the flagship destination to meet the makers and to shop independent, One Of A Kind has been supporting the handmade revolution since 1975. We are the largest consumer event of its kind in North America and each year we draw close to 180, 000 attendees across our two events in Toronto.

In our 40 plus years, we have also worked with over 10,000 makers, artisans and designers. Through our events, we are proud to share their stories, their inspirations and their entrepreneurial spirit to a wider audience.

https://www.oneofakindshow.com/toronto/en/partner.html.html

Toronto Boat Show:

The Toronto International Boat Show is owned and produced by Canadian Boat Shows. In generating more than \$354 million in economic impact to the region, it is the largest indoor boat show in North America. More boats are purchased at the Toronto International Boat Show than at any other place or event in Canada. About 43 per cent of Canadians (12.4 million people) participate in boating and 20 per cent (6 million) own a boat. Direct revenues across Canada's core recreational boating industry total nearly \$5 billion per year and directly employ approximately 45,000 Canadians. (NMMA Canada – The Economic Impact of Recreational Boating In Canada; 2016.)

https://www.orilliamatters.com/local-news/more-than-1200-boats-will-be-on-display-at-annual-toronto-show-1999343

Tony Porter | Director, Security & Transportation | Exhibition Place

Enercare Centre | Beanfield Centre

100 Princes' Blvd. Suite 1 | Exhibition Place | Toronto, ON M6K 3C3 | Phone: (416) 263-3564 | Cell: (416) 899-3152 |

 $\underline{www.enercarecentre.com} \mid \underline{www.beanfieldcentre.com} \mid \underline{www.explace.on.ca} \mid$

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From: Ontario Line [mailto:ontarioline@metrolinx.com]

Sent: January 14, 2021 2:59 PM **To:** Tony Porter < <u>TPorter@explace.on.ca</u>>

Cc: Josh Vandezande < <u>Josh.Vandezande@metrolinx.com</u>>
Subject: RE: Follow up: Exhibition Place tenant engagement sessions

CAUTION: This email arrived from outside of Exhibition Place's O365 Tenancy . Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Tony,

I hope this message finds you well! We have prepared a deck and letter to your tenants for the upcoming engagement session and would like to pass them on for your review and any feedback (please see attached).

We were also wondering if you might have a slide or graphic handy (or just the stats) on the benefits your five big tenants and their events bring to Exhibition Place, such as the number of guests and/or revenue generated. We thought it might be nice to include these in the deck to emphasize that we understand how significant their events and roles are at Exhibition Place.

We welcome your thoughts and feedback. Thank you for all of your help in organizing and facilitating the engagement sessions with your tenants.

All the best.

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line



From: Tony Porter <<u>TPorter@explace.on.ca</u>>
Sent: Thursday, January 07, 2021 3:29 PM
To: Ontario Line <<u>ontarioline@metrolinx.com</u>>

Cc: Josh Vandezande < <u>Josh Vandezande@metrolinx.com</u>>

Subject: Re: Follow up: Exhibition Place tenant engagement sessions

Thank Caitlin I will work on setting up both calls tomorrow. If you need any help with information for the presentation deck just let me know.

Tony Porter | Director, Security & Transportation | Exhibition Place

Enercare Centre | Beanfield Centre

100 Princes' Blvd. Suite 1 | Exhibition Place | Toronto, ON M6K 3C3 | Phone: (416) 263-3564 | Cell: (416) 899-3152 | Fax: (416) 263-3019

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From: Ontario Line <<u>ontarioline@metrolinx.com</u>>
Sent: Thursday, January 7, 2021 3:23:23 PM
To: Tony Porter <<u>TPorter@explace.on.ca</u>>

Cc: Josh Vandezande < <u>Josh.Vandezande@metrolinx.com</u>>
Subject: Follow up: Exhibition Place tenant engagement sessions

CAUTION: This email arrived from outside of Exhibition Place's O365 Tenancy. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Tony,

Thanks very much for taking the time to speak with me today. We appreciate your offer to set up the two tenant meetings on January 20 and 27 via Zoom and are good to proceed with this option on our end. Our team will circulate the meeting details and Zoom links internally to other Metrolinx attendees once received.

In the meantime, please let us know if there is anything we can do to support.

Talk soon,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

★ METROLINX

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Ontario Line

Exhibition Station Early Works

Meeting Date: January 20, 2021

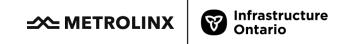




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Agenda

- 1. Introductions and Safety Moment
- 2. Meeting Objectives
- 3. Ontario Line Overview
- 4. Exhibition Station Early Works
- 5. Discussion
- 6. Next Steps



Introductions and Safety Moment

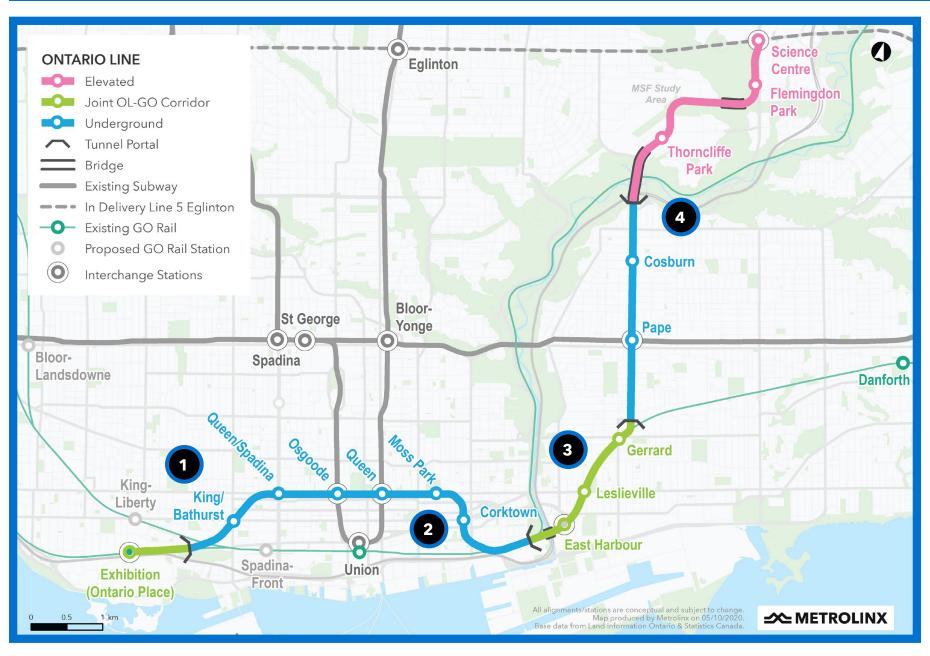
Meeting Objectives

- Provide an overview of Ontario Line
- Present the Ontario Line Early Works
- Discuss any questions, issues or concerns from Exhibition Place tenants
- Identify next steps



Ontario Line Overview

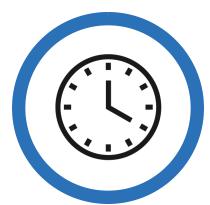
The Ontario Line



- West
 (Exhibition to Queen/Spadina)
- **Downtown** (Osgoode to Don Yard)
- **East** (East Harbour to Pape South)
- North
 (Pape to Science Centre)



15.5 kilometres long



As frequent as every 90 seconds



15 stations



154,000 more people within walking distance to transit



389,900 daily boardings



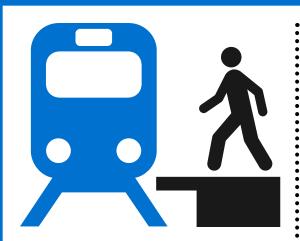
53,000 more jobs accessible in 45 minutes or less for Toronto residents



17 connections to other transit options

- 3 GO Lines
- 4 connections to Line 1, 2 and 5 (Eglinton Crosstown)
- Connections to streetcar lines at 10 Ontario Line stations





Faster Commutes

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

- From Thorncliffe Park, a commute to the heart of downtown would be 25 minutes instead of the current 40.
- A trip across the entire
 Ontario Line will take 30
 minutes or less, getting you from Exhibition Place all the way to the Ontario Science
 Centre in record time.

Travel Times Between
Thorncliffe Park &
Downtown (King & Bay)

Now: 40 Minutes

(1) Future: 25 Minutes

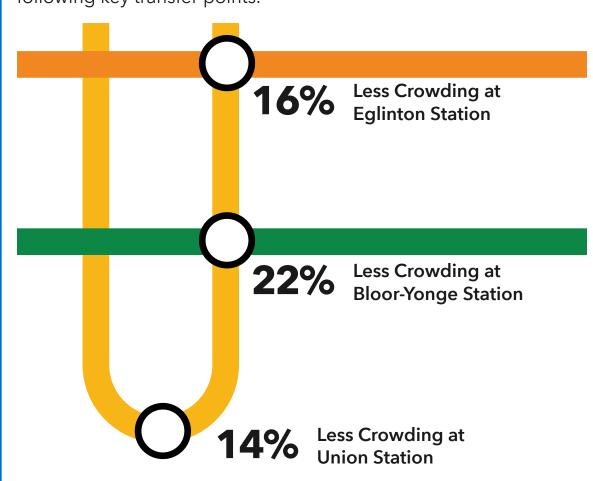
Travel Times Between Exhibition Place & the Ontario Science Centre

Now: 70 Minutes

(t) Future: 30 Minutes

Less Crowding

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





What are the procurement packages?

Rolling Stock, Systems,
Operations and
Maintenance (RSSOM)



- Design, build, operate and maintain trains
- Design, build, operate and maintain track, communications, train control systems, and maintenance and storage facility
- The TTC will be responsible for day-to-day operations as they relate to customerfacing activities such as fare enforcement and network transit control

Southern Civil,
Stations and Tunnel



- One above-ground station integrated with existing GO Transit Exhibition station
- Two underground stations integrated with existing TTC Osgoode and Queen stations
- Four new underground stations (King/Bathurst, Queen/Spadina, Moss Park, Corktown)
- A six-kilometre tunnel

Northern Civil, Stations and Tunnel



- Seven stations
- A three-kilometre tunnel
- Two portals
- Bridges
- Elevated guideways

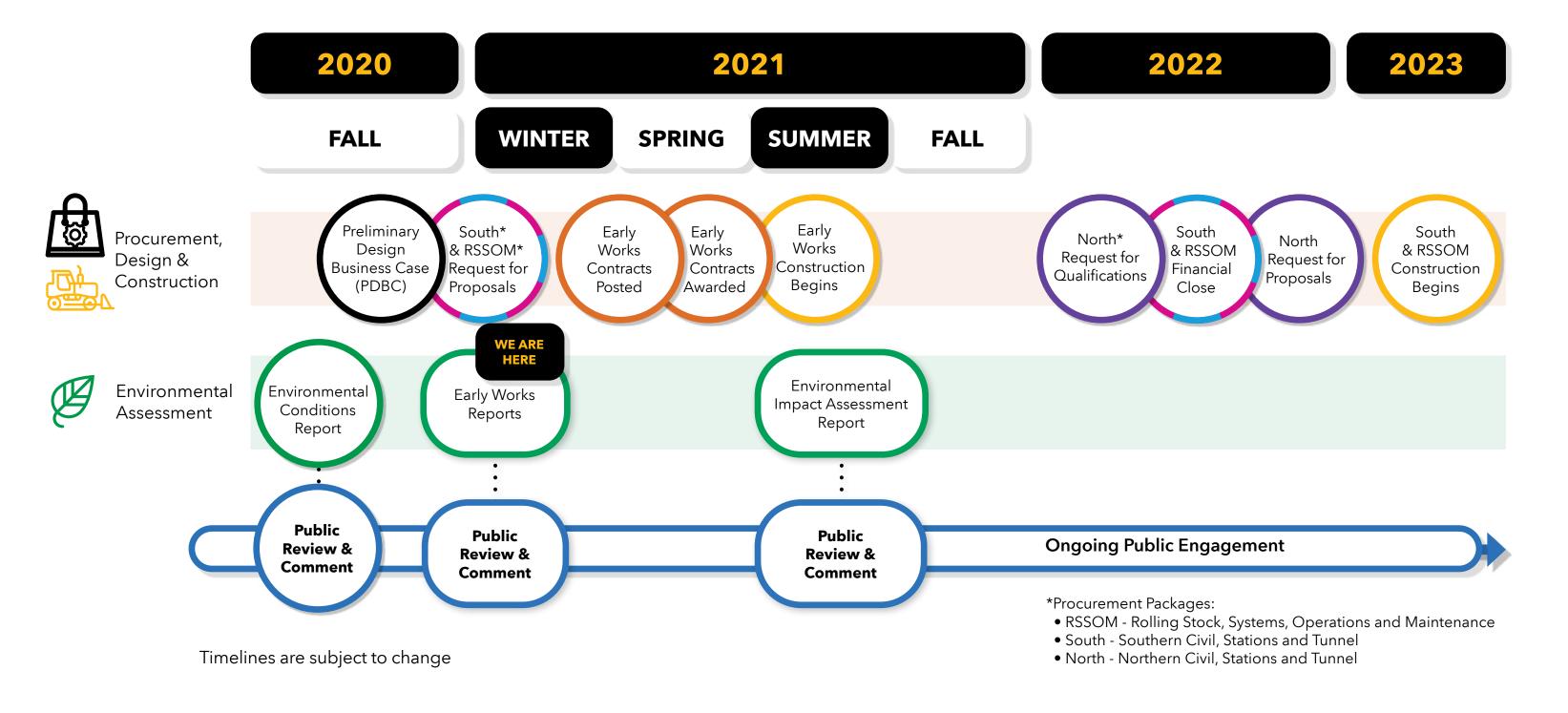
Early Works
Contracts



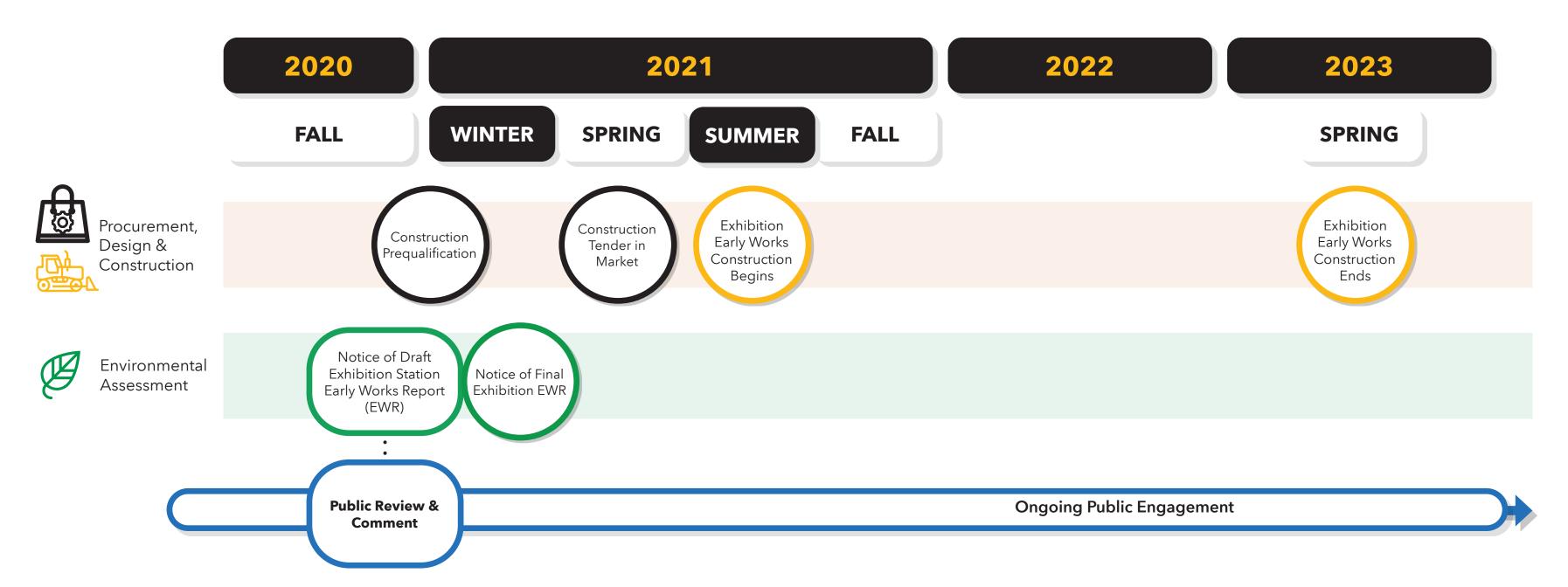
 Bridge, track and other preparatory activities along the joint rail corridor where the Ontario Line will operate next to existing GO Transit rail services, including at Exhibition Station



Ontario Line Project Timeline



Exhibition Station Early Works Construction Timeline



Timelines are subject to change

Ontario Line Early Works Exhibition Station Overview

Early Works



Ontario Line trains will be above ground at Exhibition Station, which currently accommodates GO Train and VIA rail services as well as freight rail operations. Since **GO Expansion Plans** call for more GO train services at Exhibition Station, Metrolinx is carrying out early works for the Ontario Line in this area to ensure both of these important transit expansion projects are properly coordinated and completed in a timely manner.

These early works will set the groundwork for other major construction on the Ontario Line project, reducing risk of construction delays to the main P3 contracts by completing the joint corridor work in advance of the main contracts.

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

The Draft Exhibition Station Early Works Report is available for review here.



Image:

Eastward view of the rail tracks and northern platform of Exhibition GO Station.

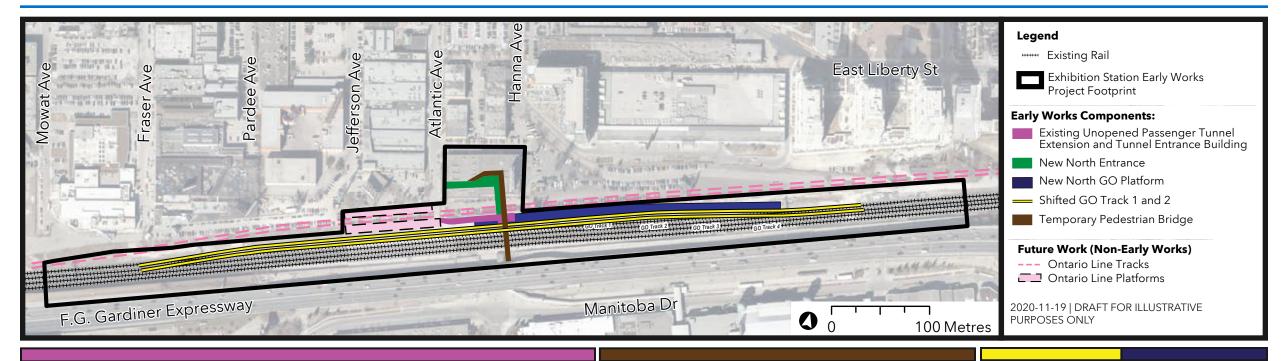
Image:

Westward view of the rail tracks and southern platform of Exhibition GO Station.





Early Works Components



Existing Unopened Passenger Tunnel Extension and Tunnel Entrance Building:

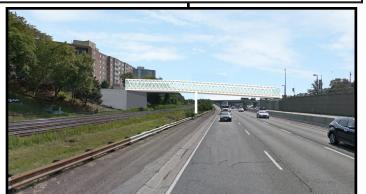
An existing out of service passenger tunnel extension and station entrance will be opened. This newly opened tunnel and entrance with a walkway to Atlantic Avenue will be in service until the new north entrance is completed. The existing platform access at the bottom of Atlantic Avenue will be removed to accommodate construction of the new north GO platform and the GO Track 1 shift. Once the new north entrance is open, the Atlantic Avenue walkway will close and the tunnel extension and vertical access will continue to provide passenger access.

New North Entrance: The existing passenger tunnel will be extended north and the new north entrance will be constructed to provide continuous access to the station throughout construction, including future Ontario Line work.

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Pedestrian Bridge: Installation of a temporary pedestrian bridge spanning the rail corridor will provide additional access capacity to reach station platforms and enhance cross-corridor access for trips to and from Liberty Village. The bridge will also reduce potential congestion in the existing tunnel during special events at Exhibition Place and/or Ontario Place. The bridge will stay in place until the Ontario Line is in operation.



Platforms and GO Tracks: The new north platform will service GO trains temporarily. GO trains will run on the shifted GO Track 1. Once the Ontario Line station is constructed, the western portion of the new north platform will form part of the joint GO-Ontario Line platform, and the eastern portion will be removed. GO trains will continue to run on Track 1, and stop at the new joint GO-Ontario Line platform. The joint platform will allow people transferring from the Ontario Line to the GO Train to walk straight from one to the other without having to go up or down a level. Shifting GO Track 2 will minimize potential impacts to the rail corridor operations from future Ontario Line and GO Expansion work.

Early Works Environmental Assessment Process

The early works environmental assessment process for Exhibition Station identified environmental impacts, mitigation measures and monitoring activities for the following environmental components:



Archaeological Resources



Built Heritage Resources & Cultural Heritage Landscapes



Noise & Vibration



Natural Environment



Hydrology & Surface Water



Socio-Economic & Land Use Characteristics



Air Quality



Traffic & Transportation



Soil & Groundwater



Socio-Economic & Land Use Characteristics



Potential Effects & Mitigation Measures

Potential Effects:

- Access disruption to adjacent lands to accommodate construction activities.
- Nuisance effects (i.e., dust, noise, and vibration) from construction areas/activities.
- Visual effects from permanent public-facing structures and construction areas/activities.
- Permanent and temporary property acquisition (property requirements will be confirmed during detailed design).
- Temporary relocation or removal of streetscaping materials, furniture and landscaping in the public realm.

Mitigation Measures:

- Maintained access to businesses during working hours.
- See <u>air quality</u> and <u>noise and vibration</u> for mitigation measures related to these potential nuisance effects.
- Minimize the visual effects of structures by selecting appropriate building materials and architectural design.
- Screened enclosures and temporary landscaping along construction site boundaries, where necessary.
- Temporary lighting and wayfinding signage around construction sites.
- Clearly marked pedestrian and cyclist detours, where required.
- Following completion of construction, restore impacted lands to existing conditions, to the greatest extent possible.
- Ongoing consultation with affected property owners and provision of fair market value compensation in accordance with applicable laws.



Image:

View of Exhibition Place and Ontario Place within Toronto's downtown.

Source: City of Toronto, n.d.: https://www.toronto.ca/city-government/planning-development/planning-studies-initiatives/exhibition-place/



Noise & Vibration



Key Findings

Construction Noise

- The impact assessment conservatively assumed that all construction equipment would operate in a small work area closest to each sensitive receiver* instead of being spread throughout the project footprint.
- Without mitigation, there is potential for noise criteria exceedances at 5 Hanna Avenue and the complex located at 6 Pirandello Street and 65-85 East Liberty Street.
- Potential for exceedances will be minimized by implementing appropriate mitigation measures (see Potential Effects & Mitigation Measures).
- The impact assessment will be updated before work begins, using the most up-to-date information on construction methods and techniques, equipment, and refined construction areas so that appropriate mitigation measures will be in place to avoid noise criteria exceedances.

*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.

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.
- Without mitigation, there is potential for the City of Toronto Prohibited Limit exceedance at 15 Atlantic Ave.
- Vibration may also be perceptible at 2-20 Atlantic Avenue/28 Atlantic Avenue, 1 Fraser Avenue, and 3 Mowat Avenue/2 Fraser Avenue.
- Potential for exceedances will be minimized by implementing appropriate mitigation measures (see Potential Effects & Mitigation Measures).
- Prior to the commencement of construction, the impact assessment will be updated based upon refined construction methodology, site staging, construction areas, and building locations such that appropriate mitigation measures will be implemented to avoid vibration criteria exceedances.

Noise & Vibration



Potential Effects & Mitigation Measures

Construction Vibration Potential Effects:

- Without mitigation, potential for perceptible vibration levels at the commercial buildings located at 15, 2/28 Atlantic Avenue, 1 Fraser Avenue, and 3 Mowat Avenue/2-20 Fraser Avenue.
- Without mitigation, potential for City Bylaw vibration level exceedance at the footings of the Gardiner Expressway and 15 Atlantic Avenue.

Mitigation Measures:

- Use equipment with low vibration emissions where possible.
- Restrict construction hours where possible:
 - Perform construction during daytime hours where possible. If night time construction is necessary, the activities with the highest vibration levels should be conducted during day time periods.
 - If construction will occur outside of normal daytime hours, inform local residents before construction of type of construction and expected duration outside of daytime hours.
 - Consider operational duration limits for construction near the commercial buildings located at 15, 2/28 Atlantic Avenue, 1 Fraser Avenue, and 3 Mowat Avenue/2-20 Fraser Avenue.

- Update impact assessment based upon refined site staging, construction areas, and building locations prior to the commencement of construction.
- Use alternative means of construction within 11.1 metres of structures extremely susceptible to vibration damage.
- Review and refine construction activities in proximity to the Gardiner Expressway and, if required, conduct a more detailed analysis with respect to the Gardiner Expressway footings and review other applicable vibration limits such as the City of Toronto Specification GN117SS.
- Conduct monitoring and pre-construction inspections in accordance with City of Toronto Bylaw 514, as required.
- Provide smooth surfaces for trucks to travel.
- Operate construction equipment on lower vibration settings where available.
- Maximize distance between equipment and sensitive receivers.
- Develop a communications protocol for providing advance construction noise and vibration impact notices and addressing public complaints in a timely manner.



Image:

Example construction vibration monitor.
Source: AECOM, 2020



Noise & Vibration



Potential Effects & Mitigation Measures

Potential Effects:

Construction Noise

 Without mitigation, potential for noise level criteria exceedances at 5 Hanna Avenue and the complex located at 6 Pirandello Street and 65 to 85 East Liberty 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.
- Evaluate acoustic enclosures for power 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, including rail corridor construction works.

- 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 night time construction is necessary, activities with the highest noise levels should be conducted during day time periods.
 - 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 on the portion of the Exhibition Station Early Works Project Footprint near 5 Hanna Avenue and the complex located at 6 Pirandello Street and 65 to 85 East Liberty Street.
- Undertake noise monitoring and regular reporting throughout the construction phase. Where noise criteria are exceeded, additional noise mitigation measures shall be implemented.
- Develop a communications protocol for providing advance construction noise and vibration impact notices and addressing public complaints in a timely manner.

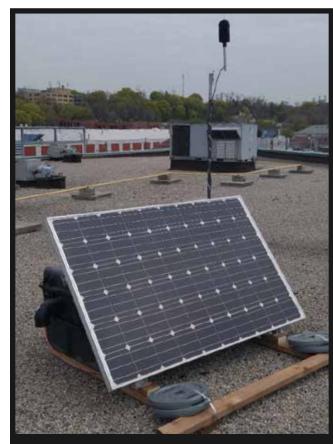


Image:

Example of a construction noise logger.
Souce: AECOM, 2019





 9 million visitors to or through Exhibition Place annually



Largest boat show in North America



• \$128.3 million+ for the Province of Ontario each year



 Largest indoor agricultural and equestrian event in the world



National Home Show: 174,000+ visitors

Toronto Fall Home Show: 19,000+ visitors



 Largest consumer event of its kind in North America

Next Steps

- Design of station concourse
- Ongoing engagement as Early Works construction plans are developed
- Ontario Place Connection project

Ontario Place Connection

Project Objectives:

- Identify a full spectrum of 'last-mile' connection solutions to connect Exhibition Station to Ontario Place, which could act as attractions in their own right.
- As such, the study will not identify a single preferred solution, but will present a broad range of costed transportation options for government's consideration and information.
- Move plans forward in 2021 in order to best integrate with Ontario Line timelines.

Timeline:

- Phase 1: Option Generation Currently being finalized
- Phase 2: Stakeholder Engagement to begin spring 2021



^{*} Early estimate and is subject to change depending on final tenancy and build -out of the Ontario Place site.

Connection Solutions Considered:







Linear Park/Greenways (Active Transportation Improvements)



TTC Bus and Streetcar
Extensions







Cable Car / Gondolas



Automated People Movers





Contact us







OntarioLine@Metrolinx.com 416-202-5100

Metrolinx.com/OntarioLine



Metrolinx, an agency of the Province of Ontario, is working to transform the way people move by building a seamless, convenient and integrated rapid transit network across the Greater Toronto and Hamilton Area. Under the Subway program, we are building to deliver more service, planning for connections to new transit lines and making it easier for customers to access transit.

The Ontario Line will bring nearly 16 kilometres of much-needed rapid transit to Toronto to make moving around the city better, faster and easier than it is today. Stretching from Exhibition Place all the way to the Ontario Science Centre, the Ontario Line will give riders more freedom to live, work and play where and when they want to. With 15 new stations in vibrant, growing neighbourhoods and easy connections to dozens of other local and regional transit lines, the Ontario Line will make it easier to get across the city than ever before. A trip from the Ontario Science Centre will take riders just 30 minutes or less to get all the way to Exhibition Place and its many events and attractions.

However, we know a transformative project like the Ontario Line does not get built without having some impact on how people live, work and play in the areas where we will be constructing new infrastructure. We also know how important your events are at Exhibition Place. We want to work closely with Exhibition Place and you to minimize disruptions and provide exceptional experiences for your guests. In mid-2021, we're starting with Early Works during which we will add pedestrian capacity at Exhibition Station and provide more options for people to move between the north and south sides of the station.

Questions and Answers:

What work is planned at Exhibition Station? What does 'Early Works' mean? Early works are components of the project, that can be advanced to provide planning, design and implementation efficiencies ahead of major construction. Early works are often identified where there are multiple projects underway at the same time, such as at Exhibition Station with the Ontario Line and GO Expansion improvements.

Early works planned at Exhibition Station include:

- Opening a tunnel entrance building and tunnel extension (north side)
- Extending an existing tunnel and building a new tunnel entrance (north side)
- Installing a temporary pedestrian bridge over the rail corridor to improve passenger and pedestrian connectivity and reduce congestion
- Constructing a new north platform and shifting two northern tracks to help facilitate transfers once the Ontario Line is operational.

What is the timeline for Early Works construction at Exhibition Station? We anticipate construction will begin in summer 2021, pending the selection of contractors. Early Works are expected to be completed in mid-2023 and will be followed by construction of a new concourse and other project infrastructure. Please note that these timelines are subject to change, but we will continue to keep you and Exhibition Place updated as the project advances.

How will the Ontario Line project impact the existing Exhibition GO station? The Ontario Line station building will be integrated with the existing Exhibition GO Station building, offering seamless and direct connections between both services. We will be able to share more details on station design and location as we move through procurement and receive design proposals from successful bidders.

How will station design and Ontario Line project plans help improve access between Exhibition Place and Liberty Village? As part of planned Early Works, we will add new tunnel and bridge capacity that will improve pedestrian flow during construction. Permanent station design is underway, and we continue to engage with our partners at the City of Toronto and TTC to coordinate Ontario Line plans with other planned developments in the area. Metrolinx will be sharing design concepts with Exhibition Place and its tenants in mid-2021.

As we move forward with construction plans, we will continue to keep you and Exhibition Place updated. We are here to answer your questions and welcome your feedback. Email us anytime at OntarioLine@Metrolix.com, or call us at 416-202-5100. You can also visit Metrolinx.com/OntarioLine to learn more.

Sincerely,

The Ontario Line Community Relations Team



Josh Vandezande Tony Porter Ontario Line

RE: Draft Early Works Report Exhibition Place"s Comments Wednesday, December 16, 2020 7:47:53 PM

image001.gif image002.gif image003.png image004.png

Thanks very much, Tony.

We've shared these notes with our colleagues on the Environmental team who will be joining Monday's meeting.

In terms of your comments regarding advance stakeholder and community group engagement, the draft report includes mention of all the groups we met with about the Ontario Line project but not specifically Exhibition Station. It's a bit confusing the way they have it presented there which we will look at for future reports. While we certainly could and should have reached out to you sooner about the project in general, we're glad to be working closely together now that preliminary plans for Exhibition Station early works and concepts for concourse design are available. Your feedback on the report as well as the details of our discussions regarding early works, will be included in the final draft of the Early Works Report.

Here's the agenda we were thinking of for Monday. I'm off for the next couple days but Caitlin can assist with any changes to this or other questions you may have.

- 1. Questions/Feedback on the Draft Exhibition Early Works Report
- 2. Early Works Preliminary Design
- 3. Overhead Concourse Reference Concept Design
- 4. Exhibition Place Tenant Engagement Objectives and Considerations
- 5. Discussion & Next Steps

Thanks **Josh**

From: Tony Porter <TPorter@explace.on.ca> Sent: Wednesday, December 16, 2020 2:21 PM To: Josh Vandezande < Josh. Vandezande@metrolinx.com> Subject: Draft Early Works Report Exhibition Place's Comments

Please find attached Exhibition Place's Comments on the Draft Early Works Report for discussion on Monday. I used the tracking sheet that was sent for the Design Drawings to keep things organized for you and your team

Please let me know if you have any questions before Monday that you or your team has.

Thank you

Tony.

Tony Porter | Director, Parking & Security Services | Exhibition Place

100 Princes' Blvd. Suite 1 | Exhibition Place | Toronto, ON M6K 3C3 | Phone: (416) 263-3564 | Cell: (416) 899-3152 | Fax: (416) 263-3019

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Josh Vandezande

Ontario Line Subject: Date: Re: advance materials for Dec 21 Metrolinx/Ex Place meeting Tuesday, December 15, 2020 5:20:16 PM

Thank you Josh. This will be helpful and should we have questions in advance of the Monday meeting I will be sure to reach out to you both.

Tony.

Tony Porter | Director, Parking & Security Services | Exhibition Place

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

Sent: Tuesday, December 15, 2020 4:54:13 PM To: Tony Porter <TPorter@explace.on.ca> Cc: Ontario Line <ontarioline@metrolinx.com>

Subject: advance materials for Dec 21 Metrolinx/Ex Place meeting

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Hi Tony,

Attached please find slides showing an initial reference concept design for an overhead concourse at Exhibition Station. We'll have a couple more slides to share but likely not until Monday. Hopefully this gives you and your colleagues a sense of what we are thinking. We welcome your feedback.

We also included a slide setting out some objectives for our engagement with your tenants. We didn't include details regarding approach or timing as we can be flexible and follow your lead on that. I don't think we need to spend much time on this on the 21st. Just wanted to share it and suggest that we setup a meeting with a smaller group in early January.

Three notes about the deck:

- These are reference concept designs and the design will evolve. Ultimately the design will be undertaken by the winner of the relevant procurement package who will be working to specifications and design standards set by Metrolinx. Procurement will also determine the construction timelines for the concourse
- Discussions with city staff are ongoing and we have not yet incorporated their feedback. Colleagues from the Transit Expansion Office and TTC have been invited to the December 21 meeting and may be able to speak to some of this.
- This material must be kept strictly confidential as it is not being shared publicly at this time. Any distribution would impede our ability to share advance materials in the future.

Let us know if you have any questions.

Josh and Caitlin

Josh Vandezande Senior Manager of Community Relations - Ontario Line Metrolinx: connecting our communities

Mobile: 437-218-5436

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Tony Porter

Ontario Line; Don Boyle; Laura Purdy; Shane Brennar

Monday, December 07, 2020 5:10:05 PM

image001.gif image002.gif

Tony,

The thanks are from us to you - we appreciated the collaborative spirit that you brought to the discussion and we will work hard to match that spirit as we move

In terms of action items and next steps, here's what we are tracking for a next meeting, possibly on December 21:

- Discussion of an Ex Place comments/questions about the Early Works Report / anticipated impacts and proposed mitigations Information regarding Exhibition Place land designation has already been passed to the Environmental Assessment team
- Ontario Line Early Works @ Exhibition Station preliminary design package to be sent to Exhibition Place (Tony) by December 8, for discussion at
- Concourse @ Exhibition Station initial design concepts to be shared with Exhibition Place (Tony) in advance of December 21 meeting
- Development of a plan for engaging Exhibition Place tenants and stakeholders discuss timing and approach at December 21 meeting, outreach in early 2021

Future meetings:

- Ontario Place Connection review of options and stakeholder consultation beginning in early 2021, will be brought forward as part of regular Ex Place/Metrolinx meeting series (to be setup)
- Further discussions re: concourse and station planning, possibly with other area stakeholders

You can always connect with the Ontario Line team by reaching out to me or Caitlin in Community Relations. Here are the attendees at today's meeting:

Malcolm MacKay, Daniel Cicero and Catherine Curak - Ontario Line Sponsor's team

James Frances - Environmental Programs and Assessment

Shane Brennan - Senior Project Manager

Andre Marois and Jey Pillai - Early Works team

Devin Horne and Lee Caragiale - Metrolinx Rapid Transit Project Planning (Ontario Place Connection)

Talk soon, Josh

Josh Vandezande Senior Manager of Community Relations - Ontario Line Metrolinx: connecting our communities

Mobile: 437-218-5436

From: Tony Porter <TPorter@explace.on.ca> Sent: Monday, December 07, 2020 2:17 PM

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

Cc: Ontario Line <ontarioline@metrolinx.com>; Don Boyle <DBoyle@explace.on.ca>; Laura Purdy <LPurdy@explace.on.ca>

Subject: Thank you

We again just wanted to thank you and your team for sharing the Early Works information with our team today. We are excited with the expanded transit capacity that will serve Exhibition Place, Ontario Place and the surrounding neighbourhoods into the future

We look forward to receiving the station design drawings as soon as possible so we can review those. We will be sure to provide our feedback on the station design and the last mile connection solutions for Ontario Place as they relate to impacts on our operations including the involvement of our tenants and events.

As mentioned, we only have one chance to get this right for the current and future capacity of the area and we want to do our part.

Please do not hesitate to reach out if you have any questions as we move forward.

Thank you,

Tony.

Tony Porter | Director, Parking & Security Services | Exhibition Place

100 Princes' Blvd. Suite 1 | Exhibition Place | Toronto, ON M6K 3C3 | Phone: (416) 263-3564 | Cell: (416) 899-3152 | Fax: (416) 263-3019

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From: Tony Porter

To: Josh Vandezande

Cc: Ontario Line

Subject: RE: an update from Metrolinx regarding the Ontario Line and Exhibition Station

Date: Friday, December 04, 2020 10:21:37 AM

Attachments: <u>image001.gif</u>

image002.gif image003.png image004.png

Thanks Josh. This is helpful. Our fear is that the "early work" that gets completed will impact on the ability to make future design decisions (tunnel placements, etc.) or functional pedestrian movement decisions something that had we been involved earlier might have been preventable. We certainly look forward to the discussion on Monday and I look forward to working with you both as we move forward.

Tony.

Tony Porter | Director, Parking & Security Services | Exhibition Place

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

Sent: December 4, 2020 10:15 AM

To: Tony Porter <TPorter@explace.on.ca> **Cc:** Ontario Line <ontarioline@metrolinx.com>

Subject: RE: an update from Metrolinx regarding the Ontario Line and Exhibition Station

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Totally fair. The reality is that these "early works" are mostly just the things we can get done through a more direct, traditional procurement model ahead of the main P3 contracts that will include the more significant station and concourse elements. By initiating these smaller projects first and conducting a separate environmental assessment of them, we can reduce the risk of construction delays and allow sufficient time for stakeholders, including Exhibition Place, to provide feedback on plans for the

more substantive work that is still in early stages of design.

Things like opening the existing but unused passenger tunnel and entrance and installing the temporary pedestrian bridge will help us ensure we are able to manage capacity when the main project construction gets underway.

Regardless of what the phase or scope of work is, we want your input. The construction and Sponsor team will be able to provide some further details but hopefully this is helpful context.

Josh

From: Tony Porter < <u>TPorter@explace.on.ca</u>> **Sent:** Friday, December 04, 2020 10:03 AM

To: Josh Vandezande < <u>Josh.Vandezande@metrolinx.com</u>>

Cc: Ontario Line < ontarioline@metrolinx.com>

Subject: RE: an update from Metrolinx regarding the Ontario Line and Exhibition Station

Hi Josh.

Are there station and tunnel design packages that have already been completed given that the work on this project is set to begin in early 2021 that we can review? Having not been consulted but being the single largest destination for future Ontario Line passengers we are just caught off guard with how far along things appear to be. I have been working with Metrolinx for the past 3-4 years on the GO Station upgrades and to only be seeing this 199 page report after it was released is a little concerning to us.

I'm not sure if that helps but we just want to be sure we have the best possible design and function for this new project as it relates to customer flow and customer experience coming to Exhibition Place or through us to Ontario Place.

Thank you,

Tony.

Tony Porter | Director, Parking & Security Services | Exhibition Place

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

Sent: December 4, 2020 9:45 AM

To: Tony Porter < <u>TPorter@explace.on.ca</u>> **Cc:** Ontario Line < <u>ontarioline@metrolinx.com</u>>

Subject: RE: an update from Metrolinx regarding the Ontario Line and Exhibition Station

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Thanks Tony. Anything that you can share in advance so we can pass along to the team for consideration in advance of the meeting? We'll have the updated materials to you by noon.

Josh

From: Tony Porter < <u>TPorter@explace.on.ca</u>>

Sent: Friday, December 04, 2020 9:40 AM

To: Josh Vandezande < <u>Josh.Vandezande@metrolinx.com</u>>

Cc: Ontario Line < ontarioline@metrolinx.com>

Subject: RE: an update from Metrolinx regarding the Ontario Line and Exhibition Station

Thanks Josh & Caitlin. We have some concerns about the Draft Early Works Report that we look forward to discussing on Monday given this being our first opportunity to be involved.

Have a great weekend,

Tony.

Tony Porter | Director, Parking & Security Services | Exhibition Place

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

Sent: December 3, 2020 6:35 PM

To: Tony Porter < <u>TPorter@explace.on.ca</u>> **Cc:** Ontario Line < <u>ontarioline@metrolinx.com</u>>

Subject: RE: an update from Metrolinx regarding the Ontario Line and Exhibition Station

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Thanks Tony. Look forward to working with you. I've copied our team email account on this message. Caitlin Docherty is our station specialist for Exhibition and will be a great point of contact for you, especially because I sometimes (often) get distracted. I'm actually away tomorrow but I know the team is close to having the deck finished. Caitlin will add it to the meeting invite tomorrow so you have it in advance.

After Monday's meeting we can talk about whether a similar update should be offered to others on the Exhibition Place team as well as any of your tenants and regular event leads.

Josh

Josh Vandezande Senior Manager of Community Relations - Ontario Line Metrolinx: connecting our communities

Mobile: 437-218-5436

From: Tony Porter < TPorter@explace.on.ca > Sent: Thursday, December 03, 2020 11:00 AM

To: Josh Vandezande < <u>Josh.Vandezande@metrolinx.com</u>>

Subject: RE: an update from Metrolinx regarding the Ontario Line and Exhibition Station

Hi Josh,

No worries. I will be the Lead on this project as I have been on the GO Station Improvements, Waterfront Transit Re-Set and TTC Expansion project groups as well. I can certainly set-up any formal information gathering or update meetings as we move forward with the project. We also have a number of tenants and show/event related internal stakeholders that we will need to include for information as we progress

as well.

Our call on Monday will be with the following on our side:

Don Boyle – CEO, Exhibition Place
Laura Purdy – GM, Exhibition Place
Mark Goss – GM Operations
Kelvin Seow – Director, Stakeholder Management & Strategic Planning
Gilles Bouchard – Director, Event Management

I look forward to work with you more as we move this project forward.

Thanks,

Tony.

Tony Porter | Director, Parking & Security Services | Exhibition Place

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From: Josh Vandezande < <u>Josh.Vandezande@metrolinx.com</u>>

Sent: December 3, 2020 10:54 AM

To: Tony Porter < <u>TPorter@explace.on.ca</u>>

Subject: RE: an update from Metrolinx regarding the Ontario Line and Exhibition Station

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We did not, yet. We wanted to start with the Marks and you to pick up previous discussions between you and Metrolinx. Welcome your advice on who else we should connect with, especially as details and timelines become more clear.

Josh

From: Tony Porter < <u>TPorter@explace.on.ca</u>>

Sent: Thursday, December 03, 2020 10:35 AM

To: Josh Vandezande < <u>Josh. Vandezande@metrolinx.com</u> >

Subject: RE: an update from Metrolinx regarding the Ontario Line and Exhibition Station

Oh sorry one question, did you meet specifically with anyone at Exhibition Place related to the Ontario Line before now with regards to our business (events, conventions, sports, etc.)? I have been asked and wasn't sure the answer from your end.

Tony.

Tony Porter | Director, Parking & Security Services | Exhibition Place

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

Sent: December 3, 2020 10:20 AM

To: Tony Porter < <u>TPorter@explace.on.ca</u>>

Subject: RE: an update from Metrolinx regarding the Ontario Line and Exhibition Station

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Here you go.

From: Tony Porter < TPorter@explace.on.ca>
Sent: Thursday, December 03, 2020 9:21 AM

To: Josh Vandezande < <u>Josh.Vandezande@metrolinx.com</u>>

Subject: RE: an update from Metrolinx regarding the Ontario Line and Exhibition Station

Hi Josh,

We have an internal meeting today at 1230 any chance your materials for the meeting will be available so we can review and prepare for Monday?

Thank you,

Tony.

Tony Porter | Director, Parking & Security Services | Exhibition Place

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From: Tony Porter < TPorter@explace.on.ca>

Sent: November 30, 2020 5:32 PM

To: Josh Vandezande < <u>Josh.Vandezande@metrolinx.com</u>>

Cc: Ontario Line <<u>ontarioline@metrolinx.com</u>>; Jey Pillai <<u>Jey.Pillai@metrolinx.com</u>>; Daniel Cicero <<u>Daniel.Cicero@metrolinx.com</u>>

Subject: Re: an update from Metrolinx regarding the Ontario Line and Exhibition Station

Thank you Josh we will review prior to our meeting on Monday and look forward to the additional information.

Tony.

Tony Porter | Director, Parking & Security Services | Exhibition Place

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From: Josh Vandezande < <u>Josh.Vandezande@metrolinx.com</u>>

Sent: Monday, November 30, 2020 5:11:35 PM

To: Tony Porter < <u>TPorter@explace.on.ca</u>>

Cc: Ontario Line <<u>ontarioline@metrolinx.com</u>>; Jey Pillai <<u>Jey.Pillai@metrolinx.com</u>>; Daniel Cicero <<u>Daniel.Cicero@metrolinx.com</u>>

Subject: RE: an update from Metrolinx regarding the Ontario Line and Exhibition Station

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Hi Tony,

We're pulling materials together and hoping to get you something by mid-week. In the meantime, I wanted to let you know that today Metrolinx released the <u>draft Exhibition</u>
<u>Station Early Works Report</u>, a part of our environmental assessment process for the Ontario Line.

Talk soon, Josh

From: Tony Porter < TPorter@explace.on.ca>

Sent: Friday, November 27, 2020 4:41 PM

To: Josh Vandezande < <u>Josh.Vandezande@metrolinx.com</u>>

Cc: Ontario Line <<u>ontarioline@metrolinx.com</u>>; Jey Pillai <<u>Jey.Pillai@metrolinx.com</u>>; Daniel Cicero <<u>Onniel.Cicero@metrolinx.com</u>>

Subject: RE: an update from Metrolinx regarding the Ontario Line and Exhibition Station

Thank you Josh. Please send the information over as soon as you have it so we can review prior to the 7th if possible so we can be prepared with any questions we may have for you.

Have a great weekend.

Tony.

Tony Porter | Director, Parking & Security Services | Exhibition Place

Enercare Centre | Beanfield Centre

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From: Josh Vandezande [mailto:Josh.Vandezande@metrolinx.com]

Sent: November 27, 2020 3:26 PM

To: Tony Porter < <u>TPorter@explace.on.ca</u>>

Cc: Mark Goss < <u>MGoss@Explace.on.ca</u>>; Ontario Line < <u>ontarioline@metrolinx.com</u>>; Jey Pillai

<<u>Jey.Pillai@metrolinx.com</u>>; Daniel Cicero <<u>Daniel.Cicero@metrolinx.com</u>>

Subject: RE: an update from Metrolinx regarding the Ontario Line and Exhibition Station

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Thanks Tony, and good to meet you. I've sent a calendar invite for December 7 12:30 - 2pm. Feel free to forward to others.

We'll put an agenda and some materials together. If there's anything you want to present or discuss, happy to add it to the agenda, but we can focus on our update for this first meeting.

Josh

From: Tony Porter < TPorter@explace.on.ca>
Sent: Friday, November 27, 2020 12:51 PM

To: Josh Vandezande < <u>Josh.Vandezande@metrolinx.com</u>>

Cc: Mark Goss < <u>MGoss@Explace.on.ca</u>>; Ontario Line < <u>ontarioline@metrolinx.com</u>>; Jey Pillai

<<u>Jey.Pillai@metrolinx.com</u>>; Daniel Cicero <<u>Daniel.Cicero@metrolinx.com</u>>

Subject: re: an update from Metrolinx regarding the Ontario Line and Exhibition Station

Hi Josh.

Thank you for your email. I am the Transportation Lead for Exhibition Place on all projects related to Metrolinx. Looking at our teams calendars, we could get the majority of our team on a call as follows:

- Monday December 7th 1230-230pm
- Wednesday December 9th 9-11am
- Monday December 14th 1-3pm
- Wednesday December 16th 9-11am

Please let me know if any of those dates or time ranges work for you and your team.

Thank you,

Tony.

Tony Porter | Director, Parking & Security Services | Exhibition Place

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From: Josh Vandezande < <u>Josh.Vandezande@metrolinx.com</u>>

Sent: November 26, 2020 3:43 PM

To: Mark Shortill < MShortill@Explace.on.ca >; Mark Goss < MGoss@Explace.on.ca >

Cc: Ontario Line <<u>ontarioline@metrolinx.com</u>>; Jey Pillai <<u>Jey.Pillai@metrolinx.com</u>>; Daniel Cicero

<Daniel.Cicero@metrolinx.com>

Subject: an update from Metrolinx regarding the Ontario Line and Exhibition Station

CAUTION: This email arrived from outside of Exhibition Place's O365 Tenancy. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Mark and Mark,

We received your names from colleagues within Metrolinx who had previously been working with you on potential changes to Exhibition Station. As you may have heard, that project was put on hold so that plans could be integrated with the new Ontario Line. Exhibition Station is a terminus station for the Ontario Line and presents an opportunity for us to reimagine this essential connection point for transit users as well as visitors to Liberty Village, Ontario Place, Exhibition Place and the many events that happen in the area.

You can read more about the project on our <u>website</u>, including some of the <u>early works</u> <u>planned for this area</u> which will move into the next phase on Monday with the release of a draft Early Works environmental report for Exhibition Station.

We would very much appreciate an opportunity to meet with you to share some of our initial plans and get your input. We recognize the importance of maintaining good connectivity through this area so that guests and visitors have a positive experience when visiting Exhibition Place, once restrictions on large events are lifted.

Would it be possible to setup a virtual meeting in the next couple weeks? Send me a couple timeslots that work on your end and I'll get a few people together from our project, environmental and technical teams to give you an update.

Thanks and feel free to give me a call if you have questions.

Josh

Josh Vandezande

Senior Manager of Community Relations - Ontario Line

Metrolinx: connecting our communities

Mobile: 437-218-5436

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

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★ METROLINX

Other Technical Stakeholders

• George Brown College

From: Ontario Line

To: <u>ask.george@georgebrown.ca</u>

Cc:James Francis; Maria Zintchenko; Merlin Yuen; Rodney Yee; Crystal HoSubject:Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:46:35 PM

Attachments: Notice of Final Environmental Conditions Report.pdf

OL FinalECR DraftExhEWR Letter of Notice George Brown.pdf

Notice of Draft Early Works Report-Exhibition.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

Metrolinx

From: Ontario Line

To: <u>"ask.george@georgebrown.ca"</u>

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

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

Date: Tuesday, June 02, 2020 3:42:00 PM

Attachments: George Brown College.pdf

Attachment#1.pdf Attachment#2.pdf Attachment#3.pdf

Good Afternoon,

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

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

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

Sincerely,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

Other Technical Stakeholders

 Hydro One Networks Incorporated

SecondaryLandUse@HydroOne.com Ontario Line: Elsy.Accevs@HydroOne.com; Laura.Dimand@HydroOne.com; Maria Zintchenko; "Renee.Pettigrew@HydroOne.com"; Crystal Ho RE: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR Thursday, January 26, 2021 3:39:50 PM

Good afternoon Matey,

Thank you for your comments to the draft Exhibition Station Early Works Report. In the final Exhibition Early Works Report, we've revised the statement to note that Hydro One has assets within the study area and not the project footprint. We look forward to continuing to work with Hydro One as the project progresses and are committed to providing more details as project planning progresses.

Regards,

MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

 $\textbf{From:} \underline{SecondaryLandUse@HydroOne.com} < \underline{SecondaryLandUse@HydroOne.com} > \underline{Sec$

Sent: January 5, 2021 4:32 PM

To: Ontario Line < ontarioline@metrolinx.com >

Cc: Elsy.Aceves@HydroOne.com; Laura.Dimand@HydroOne.com; Renee.Pettigrew@HydroOne.com; James Francis <James.Francis@metrolinx.com>; Maria Zintchenko >">; Merlin Yuen >; Crystal Ho >; Crystal.Ho@metrolinx.com; SecondaryLandUse@HydroOne.com

Subject: RE: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Good afternoon

Hydro One has reviewed the two reports mentioned below.

The Early Works report contains a statement which may need a correction.

It states that Hydro One has assets within the project footprint – based on the map that is provided this statement is not correct.

We have assets within the study area, however not in the project footprint.

Thank you

Matey

From: <u>Crystal Ho</u>

To: "Renee.Pettigrew@HydroOne.com"; "Laura.Dimand@HydroOne.com"

Cc: <u>James Francis</u>; <u>Rodney Yee</u>; <u>Maria Zintchenko</u>

Subject: RE: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Tuesday, January 05, 2021 3:01:00 PM

Good afternoon Renee and Laura,

Happy new year and hope you enjoyed the holidays! This is just a friendly reminder that we are looking to receive comments on the Draft Exhibition Station Early Work Report by EOD today, January 5th. Please do not hesitate to reach out if you have any questions.

Thank-you,

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment 130 Adelaide St West | Toronto | Ontario | M5H 3P5

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

From: Crystal Ho

Sent: December 10, 2020 11:46 AM

To: 'Renee.Pettigrew@HydroOne.com' <Renee.Pettigrew@HydroOne.com>;

'Laura.Dimand@HydroOne.com' <Laura.Dimand@HydroOne.com>

Cc: James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>;

Maria Zintchenko < Maria. Zintchenko @ metrolinx.com >

Subject: RE: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Good afternoon Renee and Laura,

We would appreciate HONI's feedback on the following sections of the Draft Exhibition Station Early Works Report by January 5, 2021:

- Section 3 Early Works Description
- Section 4.10 Utilities (Methodology)
- Section 5.10 Utilities (Local Environmental Conditions)
- Section 6.10 Utilities (Potential Impacts, Mitigation Measures and Monitoring Activities)

The following sections from the Final Environmental Conditions Report may also be of interest to HONI. Any comments from the sections below will be carried forward into the Environmental Impact Assessment Report:

- Section 1 Introduction
- Section 3.9 Utilities (Existing Conditions)
- Section 4 Preliminary Potential Impacts, Mitigation Measures and Monitoring Activities
- Section 6.5 Utilities (Permits and Approvals)

Thank-you,

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment 130 Adelaide St West | Toronto | Ontario | M5H 3P5

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

Metrolinx

From: Ontario Line < ontarioline@metrolinx.com>

Sent: November 30, 2020 4:34 PM

To: <u>SecondaryLandUse@HydroOne.com</u>

Cc: Elsy.Aceves@HydroOne.com; Laura.Dimand@HydroOne.com; Renee.Pettigrew@HydroOne.com;

James Francis < <u>James.Francis@metrolinx.com</u>>; Maria Zintchenko

< <u>Maria.Zintchenko@metrolinx.com</u>>; Merlin Yuen < <u>Merlin.Yuen@metrolinx.com</u>>; Rodney Yee

<<u>Rodney.Yee@metrolinx.com</u>>; Crystal Ho <<u>Crystal.Ho@metrolinx.com</u>>

Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment 130 Adelaide St West | Toronto | Ontario | M5H 3P5

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

Metrolinx

From: Merlin Yuen

Sent: July-03-20 9:52 AM

To: 'Laura.Dimand@HydroOne.com'

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

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

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

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

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

MERLIN YUEN

T: 416.202.7353 C: 647.241.0823

From: <u>Laura.Dimand@HydroOne.com</u> [<u>mailto:Laura.Dimand@HydroOne.com</u>]

Sent: July-03-20 9:36 AM

To: Merlin Yuen

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

Hi Merlin,

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

Thank you,

Laura Dimand, B.Sc., GIT

Environmental Planner, Environmental Programs and Approvals

Hydro One Networks Inc.

483 Bay Street | North Tower 12th Floor Toronto, ON | M5G 2P5

Cell: 416.577.5428

Email: <u>Laura.Dimand@HydroOne.com</u>

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From: DIMAND Laura

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

To: 'Merlin Yuen' < Merlin.Yuen@metrolinx.com>

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

Hi Merlin,

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

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

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

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

Regards,

Laura Dimand, B.Sc., GIT

Environmental Planner, Environmental Programs and Approvals

Hydro One Networks Inc.

483 Bay Street | North Tower 12th Floor Toronto, ON | M5G 2P5

Cell: 416.577.5428

Email: <u>Laura.Dimand@HydroOne.com</u>

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From: SecondaryLandUse@HydroOne.com

To: Merlin Yuen

Cc: Ontario Line; Maria Zintchenko; Crystal Ho; Laura Witherow; Rodney Yee; Renee.Pettigrew@HydroOne.com;

Elsy.Aceves@HydroOne.com; SecondaryLandUse@HydroOne.com; James Francis; Laura.Dimand@HydroOne.com

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

Date: June 29, 2020 2:22:43 PM

Attachments:



Good afternoon Merlin,

We have reviewed the Draft Environmental Conditions Report which was attached and note that the document provided is incomplete.

The relevant section for Utilities is empty as well as other sections.

Your email also stated that an Early Works Draft Report is to be included, however there was no such document attached.

Could you please advise when will the Early Works Draft Report be available as well as relevant details be provided so that we can review and provide feedback?

Thanks

Matey

From: Merlin Yuen [mailto:Merlin.Yuen@metrolinx.com]

Sent: Monday, June 15, 2020 7:38 PM

To: DIMAND Laura

Cc: Ontario Line; Maria Zintchenko; Crystal Ho; Laura Witherow; Rodney Yee; PETTIGREW Renee;

ACEVES Elsy; SECONDARY LAND USE Department

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

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

Good afternoon Laura,

Please find the following Ontario Line draft report and corresponding comment tracking sheet for your review:

Draft Environmental Conditions Report.

If you could please provide your comments on the above draft report **by end of day July 10th**, that would be greatly appreciated. Let me know if you have any questions or issues with accessing the files.

Regards,

MERLIN YUEN

Project Coordinator, Environmental Programs and Assessment



From: Merlin Yuen

Sent: June-05-20 5:57 PM

To: 'Laura.Dimand@HydroOne.com'

Cc: Ontario Line; Maria Zintchenko; Crystal Ho; Laura Witherow; Rodney Yee;

'Renee.Pettigrew@HydroOne.com'; 'Elsy.Aceves@HydroOne.com'; 'SecondaryLandUse@HydroOne.com'

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

Good afternoon Laura,

Please find the following draft OL Early Works reports and the corresponding comment tracking sheets for your review:

- Draft Early Works Report; and
- Draft Cultural Heritage Report.

If you could please provide your comments on the above draft reports by end of day July 3 using the comment tracking sheet, that would be appreciated.

Let me know if you have any questions or issues with accessing the files.

Thanks.

MERLIN YUEN

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

From: Merlin Yuen

Sent: June-04-20 5:58 PM

To: Laura.Dimand@HydroOne.com

Cc: Ontario Line; Maria Zintchenko; Crystal Ho; Laura Witherow; Rodney Yee;

Renee.Pettigrew@HydroOne.com; 'Elsy.Aceves@HydroOne.com'; 'SecondaryLandUse@HydroOne.com'

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

Good afternoon Laura,

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

Ontario Line Existing Conditions

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

Ontario Line Early Works

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

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

Regards,

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

From: **Ontario Line**

To: "Laura.Dimand@HydroOne.com"

Cc: "James Francis"; "Merlin Yuen"; "Rodney Yee"; "Maria Zintchenko"; Laura Witherow; "Kuru Satkunanathan";

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

Date: Tuesday, June 02, 2020 3:45:00 PM

Attachments: image001.png

Hydro One L.Dimand.pdf Attachment#1.pdf Attachment#2.pdf Attachment#3.pdf

Good Afternoon,

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

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

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

Sincerely,

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment 130 Adelaide St West | Toronto | Ontario | M5H 3P5

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



Other Technical Stakeholders

La Cité

From: Ontario Line

To: mobilicite@collegelacite.ca

Cc: James Francis; Merlin Yuen; Maria Zintchenko; Rodney Yee; Crystal Ho
Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date:Monday, November 30, 2020 4:46:50 PMAttachments:Notice of Draft Early Works Report-Exhibition.pdf

Notice of Final Environmental Conditions Report.pdf
OL FinalECR DraftExhEWR Letter of Notice LaCite.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

Metrolinx

From: Ontario Line

To: <u>"mobilicite@collegelacite.ca"</u>

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

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

Date: Tuesday, June 02, 2020 3:59:00 PM

Attachments: Attachment#1.pdf

Attachment#2.pdf Attachment#3.pdf La Cite a Toronto.pdf

Good Afternoon,

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

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

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

Sincerely,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

Other Technical Stakeholders

• Law Society of Ontario

From: Ontario Line
To: ebrunet@lso.ca

Cc: James Francis; Merlin Yuen; Maria Zintchenko; Rodney Yee; Crystal Ho
Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:48:25 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice EBrunet.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

Attached for your reference is the Notice of Final ECR and Draft Exhibition Station EWR, as well as a covering letter. Please do not hesitate to contact us if you have any questions.

Regards,

Crystal Ho

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

From: Ontario Line
To: sdivince@lso.ca

Cc:James Francis; Merlin Yuen; Maria Zintchenko; Rodney Yee; Crystal HoSubject:Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Date: Monday, November 30, 2020 4:49:01 PM

Attachments: OL FinalECR DraftExhEWR Letter of Notice SDiVincenzo.pdf

Notice of Draft Early Works Report-Exhibition.pdf Notice of Final Environmental Conditions Report.pdf

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

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Regards,

Crystal Ho

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

Metrolinx

Other Technical Stakeholders

 Ontario College of Art and Design University From: Ontario Line
To: nnanton@ocadu.ca

Subject: FW: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Attachments: Notice of Final Environmental Conditions Report.pdf

OL FinalECR DraftExhEWR Letter of Notice JNorthwayFrank.pdf

Notice of Draft Early Works Report-Exhibition.pdf

Good afternoon,

I received a message that Jason is no longer with the University and would like to bring the email below to your attention.

Thank-you,

Crystal Ho

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

Metrolinx

From: Ontario Line

Sent: Monday, November 30, 2020 4:47 PM

To: 'jnorthwayfrank@ocadu.ca' <jnorthwayfrank@ocadu.ca>

Cc: James Francis < James.Francis@metrolinx.com>; Maria Zintchenko

<Maria.Zintchenko@metrolinx.com>; Merlin Yuen <Merlin.Yuen@metrolinx.com>; Rodney Yee

<Rodney.Yee@metrolinx.com>; Crystal Ho <Crystal.Ho@metrolinx.com>

Subject: Ontario Line - Notice of Final ECR and Draft Exhibition Station EWR

Good afternoon,

The Notice of Final Environmental Conditions Report (ECR) and Exhibition Station Early Works Report (EWR) for the Ontario Line Project has been published on November 30, 2020. The Final ECR and Draft EWR are available on the project website at www.metrolinx.com/ontarioline. The public review period for the Draft EWR begins November 30, 2020 and will continue until January 5, 2021.

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Regards,

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment 130 Adelaide St West | Toronto | Ontario | M5H 3P5

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

Metrolinx

From: Ontario Line

To: "jnorthwayfrank@ocadu.ca"

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

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

Date: Tuesday, June 02, 2020 4:06:00 PM

Attachments: Attachment#1.pdf

Attachment#2.pdf Attachment#3.pdf OCAD J.Northway-Frank.pdf

Good Afternoon,

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

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

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

Sincerely,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

Elected Officials

- Councillor Denzil Minnan-Wong
- Councillor Jaye Robinson
- Councillor Joe Cressy
- Councillor Kristyn Wong-Tam
- Councillor Paula Flectcher
- Member of Provincial Parliament (MPP) Chris Glover
- MPP Kathleen Wynne
- MPP Michael Coteau
- MPP Peter Tabuns
- MPP Suze Morrison

Elected Officials

 Councillor Denzil Minnan-Wong



From: Ontario Line

Sent: November 30, 2020 5:25 PM

Cc: Josh Vandezande < Josh. Vandezande@metrolinx.com>

Subject: Ontario Line Early Works Report: Exhibition Station and Final Environmental Conditions

Report - now posted

As the next step in the environmental assessment process for the Ontario Line, Metrolinx is <u>releasing the draft Early Works Report for Exhibition Station</u> for public consultation.

The report provides details on the planned upgrades at Exhibition Station, the anticipated impacts from construction and the steps Metrolinx and its contractors can take to mitigate these effects. The upgrades include:

- a new station entrance and exit building to the north of the existing rail corridor that will serve both Ontario Line and GO customers while also serving as the pedestrian link between Liberty Village and Exhibition Place;
- a new Ontario Line platform to the north of the existing rail corridor;
- tunnel improvements;
- a temporary pedestrian bridge over the existing tracks to give customers more ways to access GO platforms during construction; and
- shifting two existing GO tracks to the north and creating a new GO platform to support GO Expansion plans.

Station concourse planning and design is still in progress.

The release of the draft Early Works report initiates a consultation period in which the public will be able to share their feedback on its findings and recommendations. The public will be notified of the consultation opportunity through a direct mail, ads in the Toronto Star and community papers, as well as through web updates, Ontario Line enewsletters and our social media channels. We are also working with local officials on community engagement. Feedback is requested by January 5, 2021.

We have also posted the <u>Final Environmental Conditions Report</u> which has been updated to include feedback received during the consultation period, September 17 - October 17, 2020.

As project planning and design advance in 2021, Metrolinx will complete and publish additional Early Works Reports and an Environmental Impact Assessment Report.

Please let us know if you have any questions or would like to setup a virtual meeting to discuss the Early Works Report for Exhibition Station.

Thank you.

Josh Vandezande Senior Manager of Community Relations - Ontario Line Metrolinx: connecting our communities

Mobile: 437-218-5436

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Elected Officials

• Councillor Jaye Robinson

From: Ontario Line

Sent: November 30, 2020 5:25 PM

Cc: Josh Vandezande < Josh. Vandezande@metrolinx.com>

Subject: Ontario Line Early Works Report: Exhibition Station and Final Environmental Conditions

Report - now posted

As the next step in the environmental assessment process for the Ontario Line, Metrolinx is <u>releasing the draft Early Works Report for Exhibition Station</u> for public consultation.

The report provides details on the planned upgrades at Exhibition Station, the anticipated impacts from construction and the steps Metrolinx and its contractors can take to mitigate these effects. The upgrades include:

- a new station entrance and exit building to the north of the existing rail corridor that will serve both Ontario Line and GO customers while also serving as the pedestrian link between Liberty Village and Exhibition Place;
- a new Ontario Line platform to the north of the existing rail corridor;
- tunnel improvements;
- a temporary pedestrian bridge over the existing tracks to give customers more ways to access GO platforms during construction; and
- shifting two existing GO tracks to the north and creating a new GO platform to support GO Expansion plans.

Station concourse planning and design is still in progress.

The release of the draft Early Works report initiates a consultation period in which the public will be able to share their feedback on its findings and recommendations. The public will be notified of the consultation opportunity through a direct mail, ads in the Toronto Star and community papers, as well as through web updates, Ontario Line enewsletters and our social media channels. We are also working with local officials on community engagement. Feedback is requested by January 5, 2021.

We have also posted the <u>Final Environmental Conditions Report</u> which has been updated to include feedback received during the consultation period, September 17 - October 17, 2020.

As project planning and design advance in 2021, Metrolinx will complete and publish additional Early Works Reports and an Environmental Impact Assessment Report.

Please let us know if you have any questions or would like to setup a virtual meeting to discuss the Early Works Report for Exhibition Station.

Thank you.

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Elected Officials

• Councillor Joe Cressy

From: <u>Josh Vandezande</u>
To: <u>Brent.Gilliard@toronto.ca</u>

Cc: Ontario Line

Subject: Ontario Line: Early Works Report - Exhibition Station

Hi Brent,

When we last met about the Ontario Line, our materials highlighted some early works that Metrolinx would be undertaking at Exhibition Station. Before any of that work begins, we will take the next step in our environmental assessment with the release of a draft Early Works Report for public consultation on Monday, November 30.

Early works have been identified where the Ontario Line will interface with other concurrently planned transit projects (i.e., GO Expansion) in shared rail corridors. By advancing these components, we can reduce the risk of construction delays to the main Ontario Line P3 contracts and streamline work across multiple projects to reduce impacts on communities.

The report will provide details on the planned upgrades at Exhibition Station, the anticipated impacts from construction and the steps Metrolinx and its contractors can take to mitigate these effects. The upgrades include:

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Station concourse planning and design is still in progress and we will share more details as soon as they're ready.

The release of the draft Early Works report will initiate a thirty-day consultation period in which the public will be able to share their feedback on its findings and recommendations. Next week, we will be reaching out to our community contacts in the Liberty Village and Fort York area to encourage them to review the report and provide feedback. We will also be offering virtual engagement sessions to provide an overview of the report and answer questions. All feedback will be addressed and summarized in the final Early Works Report that will be released in 2021.

The public will be also notified of the consultation opportunity through a direct mailer to addresses within 500m of Exhibition Station, ads in the Toronto Star and community papers, as well as through web updates, Ontario Line e-newsletters and our social media channels.

I'll reach out again once the report is up on our website and provide you with some summary slides. We would be glad to setup a briefing with your office and our colleagues from the Transit Expansion Office and TTC.

Stay well, Josh

Josh Vandezande Senior Manager of Community Relations - Ontario Line Metrolinx: connecting our communities

Mobile: 437-218-5436

Elected Officials

• Councillor Kristyn Wong-Tam

From: Ontario Line

Sent: November 30, 2020 5:25 PM

Cc: Josh Vandezande < Josh. Vandezande@metrolinx.com>

Subject: Ontario Line Early Works Report: Exhibition Station and Final Environmental Conditions

Report - now posted

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Elected Officials

 Councillor Kristyn Wong-Tam Meeting Materials

Meeting notes – Briefing to Councillor Wong-Tam-Sept 29h 2020

to presentation materials

Summary:

- Engagement with the community is important and Councillor Wong-Tam wants to see her office to play an active role in the crafting a process of engagement so residents are not blindsided by the project. Councillor suggested community pop-ups around proposed station areas and community specific liaison groups.
- Protecting green space is a high priority for the Councillor and concerns were raised with current proposed station location at Moss Park. Stressed how much the community values green space the park provides and suggested alternative locations to build the station.
 - Suggested a city council motion in order to bring more public attention to how the Moss Park station location was chosen.
- Wants to see MX and TTC work together on refurbishing existing TTC stations to ensure a better customer experience throughout the TTC system.

Attendees:

MX

- Carrie Sheaffer
- Josh Vandezande
- Damien Forbes
- Lancefield Morgan
- Bismah Haq
- Richard Borbridge
- Pam Foster
- Michael Tham
- Malcolm Mackay
- Daryl Gonsalves

TTC

Laurence Lui

10

Al Findlay

Transit Expansion Office

• Julia Murnaghan

City of Toronto

Kurtis Elton

Councillor Wong-Tam's Office

- Councillor Wong-Tam
- Edward LaRusic (represents St. Lawrence neighbourhood, West Don Lands)
- Megan Pool (represents Corktown)

• Zahrah Munas (represents Cabbagetown and Garden District)

Meeting Purpose: To brief Councillor Wong-Tam on the updates to the Ontario Line project since January 2020, specifically the Downtown segment, procurement, engagement process and next steps.

Agenda:

- Safety Moment & Indigenous Land Acknowledgement Josh
- Welcome and Introduction to MX representatives Josh
- Progress since January and where are we at Sponsor/technical team
- Procurement packages Chris T/Arsalan
- Timeline Josh
- EA process / ECR James / Carrie
- Segment overview Sponsor
- Local stations detail (Downtown) Sponsor + technical team.
- Discussion ALL
- Virtual engagement and community outreach plans Josh

Discussion:

Councillor Wong-Tam

- Councillor wants to work with MX to create a working group focused on crafting an engagement method for the community.
 - MX: Already begun ad-hoc engagement with resident associations, BIAs, and elected
 officials. We also plan to identify and start up local community tables in specific areas to
 engage as well. Finally, we have community offices at Queen East and north end of
 Thorncliffe Park.
- Councillor suggested a pop up at the station location to start to visualize where the stations will be.
 - o MX: Great idea, we will look at implementing it.
- Councillor suggested refurbishment to the existing TTC stations due to drastic difference in conditions between existing TTC stations compared to the new Ontario Line stations. Concerned about the rider experience and how developers like Cadillac Fairview have been asking for a better overall subway experience.
 - MX: There will be new additions from the Ontario Line which will serve existing TTC stations. MX will work with the TTC and Toronto Transit expansion office and ensure a better customer experience throughout the entire subway system.
- Councillor concerned with how much green space is going to be lost at Moss Park due to the station construction. Suggested moving the station between Sherbourne and Seaton Street, or at the foreground of Moss Park Armory. Concerned with loss of trees at the park as well. Emphasized that a large part of the neighbourhood lives at the Moss Park Towers.
 - o MX: We are minimizing the footprint at the park with the current proposed station location. We believe the station will be roughly 25 metres by 25 metres.
 - MX: Due to technical limits, we cannot push it further east of Sherbourne Street. We tried engaging the Department of National Defense for the Moss Park Armoury. They do not seem to want to entertain the idea at all.
- Councillor suggested a city council motion to make the request to study Moss Park station location public. Even if it is technically impossible or the Department of National Defense rejects the proposal, it will be publically reported.

- MX: We do not need a motion to study this but welcome it if the Councillor chooses to do so.
- For the Corktown station location, the Councillor questioned why the station was moved off King Street East.
 - MX: explained that impact was lower to residents and businesses. The new location allows MX enough space for construction staging.

Edward Larusic:

- There are plans to put a parking lot and library at the First Parliament Site. How will MX balance all of those priorities while ensuring the First Parliament heritage is protected during Corktown station construction?
 - MX: We are prioritizing the archeological study first before any work is done so that our approach is informed by that study.

Action items for MX:

- Work with Councillor to engage the community in specific neighbourhoods in the short and medium term. MX mentioned these tables we be started by the end of October.
- Station details:
 - Working with TTC to upgrades to existing stations
 - Options for Moss Park, reducing footprint of the station and providing details to Councillor Wong-Tam about the feasibility of having the station located between Sherbourne and Seaton Street, or at the foreground of Moss Park Armory.

Tone of Meeting – 4 (negative)

Elected Officials

• Councillor Paula Flectcher

From: Ontario Line

Sent: November 30, 2020 5:25 PM

Cc: Josh Vandezande < Josh. Vandezande@metrolinx.com>

Subject: Ontario Line Early Works Report: Exhibition Station and Final Environmental Conditions

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Elected Officials

 Member of Provincial Parliament (MPP) Chris Glover From: Ontario Line

Sent: November 30, 2020 3:42 PM

To: Glover-CO, Chris <CGlover-CO@ndp.on.ca>

Cc: Bakaraju , Pranav <PBakaraju@ndp.on.ca>; Josh Vandezande

<Josh.Vandezande@metrolinx.com>

Subject: RE: Ontario Line: Early Works Report - Exhibition Station

Hi Benna and Pranav,

Following up to provide a link to the <u>Ontario Line Early Works Report for Exhibition Station</u> that is going live on our Engage website today. We welcome the opportunity to brief your office – just let us know when is convenient.

If you have any questions after reviewing the content, please let us know.

All the best,

Caitlin

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

From: Glover-CO, Chris < CGlover-CO@ndp.on.ca>

Sent: Thursday, November 26, 2020 5:16 PM **To:** Ontario Line < ontarioline@metrolinx.com> **Cc:** Bakaraju, Pranav < PBakaraju@ndp.on.ca>

Subject: RE: Ontario Line: Early Works Report - Exhibition Station

Hi Caitlin,

Thank you for this information. I have shared it with Chris.

Benna Whahedi, Constituency Assistant (she/her) Office of MPP Chris Glover, Spadina-Fort York

226-A Bathurst Street, Toronto, ON M5T 2R9 416.603.9664 | cglover-co@ndp.on.ca

Sign up for MPP Glover's newsletter <u>here</u>

We acknowledge that our office is located on the traditional land of the Ojibway, the Anishinaabe, and the Mississaugas of the Credit

Today, this meeting place is still the home to many Indigenous people and we are grateful to have the opportunity to work on this land.

From: Ontario Line < ontarioline@metrolinx.com>

Sent: Thursday, November 26, 2020 5:13 PM **To:** Glover-CO, Chris < CGlover-CO@ndp.on.ca>

Cc: Josh Vandezande < <u>Josh.Vandezande@metrolinx.com</u>>; Bakaraju , Pranav

<<u>PBakaraju@ndp.on.ca</u>>

Subject: Ontario Line: Early Works Report - Exhibition Station

Hi MPP Glover,

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I'll reach out again once the report is up on our website and provide you with some summary slides. We would be glad to setup a briefing with your office and our colleagues from the Transit Expansion Office and TTC.

All the	best
Caitlin	

Caitlin Docherty

Community Relations & Issues Specialist – Ontario Line

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Elected Officials

• MPP Chris Glover Meeting Materials

Meeting notes-MPP Glover Briefing-Sept 28th 2020

Summary:

- MPP Glover's questions largely centred around plans for the building the alignment in the Don River area, engagement opportunities, and timelines
- The MPP also inquired about how the alignment will be constructed in the densely populated downtown core in a way that doesn't conflict with other ongoing work on Cherry Street.
- At the request of the MPP, Mx will provide the MPP's office with a 1-pager of information to share with constituents, and coordinate with his office on a presentation to key community members the week of October 5th.
- Mx also committed to get back to the MPP on the 'zero track'/Vision Zero GO program

Attendees:

Mx:

Josh Vandezande

Bismah Haq

Caitlin Docherty

Lancefield Morgan

Malcolm MacKay

Carrie Sheafer

Duncan Law

Michael Tham

Pam Foster

Susan Lin

Damien Forbes

Daniel Cicero

Infrastructure Ontario:

Arsalan Zargar Michael Fedchyshyn Alan Findlay

MPP Glover's Office:

MPP Glover

Meeting Purpose: To brief MPP Glover (Spadina-Fort York) on the updates to the Ontario Line project since January 2020, including details around the West and Downtown segments, procurement, engagement process and next steps

Agenda:

- Safety Moment & Indigenous Land Acknowledgement Josh
- Welcome and Introduction to MX representatives Josh
- Progress since January and where are we at Sponsor/technical team
- Procurement packages Chris T/Arsalan
- Timeline Josh
- EA process / ECR James / Carrie
- Segment overview Sponsor

- Local stations detail Sponsor + technical team
- Discussion ALL
- Virtual engagement and community outreach plans Josh

Overview:

• Mx provided an overview using the deck prepared for the meeting, with a focus on the specific segments in/near the MPP's riding, on the EA process and on the timelines for the project.

Discussion:

Questions from the MPP:

- What is the term 'sponsors office' and is it used because private sector is involved?
 - o Mx head sponsor for subways program clarified that the sponsor's office concept was borne out of learning from failed projects globally where the projects were delivered in a way that benefits were compromised to get project built, with some issues of oversight. The goal of the office is to counterbalance will of funders and benefits to consumers, act as protectors of benefits, manage benefit cost and return analysis, lay out key requirements in early stages and challenge the project team to deliver the project in the right way.
- Could construction begin in 2021 based on RFP's issued this Fall?
 - MX clarified that it is anticipated that the early works proposals, which are in design right now, will be tendered, awarded and begin construction in 2021. The RFP's for RSSOM and South Civil contracts are to be issued this Fall and it takes a little over a year for contractors to price and respond to those RFP's, so likely to be awarded in 2022.
- Going across the Don River in the South end, there are Don Valley railway tracks intersecting with the tracks going in to Union Station. How will OL intersect with these existing tracks?
 - Mx shared that the OL will tunnel and cross under the Richmond Hill tracks which are the ones heading to Union. Coming across the Don River, the OL will be on two bridges on the north side and south side of joint corridor, and then dip underground into portals to head underground until Exhibition.
- Follow-up: There are tracks near Fort York where this is a tunnel underneath a set of tracks. Will it look like this?
 - Mx confirmed that yes, it would be a bit like that. It will look like the TTC at Queens Quay where subway goes underground near Bay, which is also a portal.
- Over the Don, it was mentioned that there will be two bridges on the north and south side. Will these be new bridges?
 - O Mx elaborated that they will indeed be two new bridges and will look similar to the bridges over Humber River. On either side of the city there will be two very signature-type bridges, spanning the river and the Don Valley. Mx will keep the foundations out of the flood plain so as not to impact the regulated areas managed by the conservation authority. Each set of bridges will also have pedestrian paths or multiuse path to allow for connectivity across the Don Valley.
 - MPP expressed that people will be happy about the multiuse access there

- If there will be tunneling under existing tracks, a challenge is that the south end of Don Valley area is a flood plain. Corktown Commons has been raised up as buffer for Esplanade and Distillery area. How will Mx protect the tracks from flooding?
 - Mx shared that the portal structure is essential here. It will be quite high coming from the east and as it dips underground, the portal will be set at an elevation to prevent risk of flooding.
 There are flood protection land forms that will also be protected and will remain in place.
- At the north end, is Mx building a bridge across the Don Valley?
 - Mx clarified that there will indeed be two crossings. One leading to Thorncliffe and one exiting to go over to Flemingdon Park
- Follow-up: Will the crossings across Don Valley be a similar length to the Millwood Crossing near Pape?
 - Mx confirmed that they will be a similar length and build. The goal is to have them fit in to the
 environment there, rather than be signature bridges. Working closely with the conservation
 authority seeing as these are regulated lands.
- Where would the OL turn north?
 - Mx elaborated that the line would start turning north around Cherry St, going north around Corktown.
- Zero track was being contemplated by Mx and then taken off the books. Will this project have new tracks on the north side of the existing trackgoing in to Union Station?
 - Mx shared that Tracking Zero/Zero Track is part of the GO expansion program, not OL, but Mx can certainly look in to it and get back to the MPP.
 - o Additionally, the OL is not going in to Union Station.
- For the west segment, the project will go under some big high-rise buildings with 3+ stories of underground parking. How deep is Mx digging going SW from Queen St down to Fort York Boulevard?
 - O Mx agreed that geology in the area is challenging considering the layer of shale that appears at what is ideal depth for building subways. Options are to be shallower or deeper. Working shallower than it means running in to utility work, therefore in downtown the line will be quite deep (approximately 30m). Mx has mapping of existing buildings and is meeting with developers of new buildings to avoid interferences. Going deeper allows to build diagonally allows for shorter travel time, short length of infrastructure and cost savings.
- On Eastern side, city is tunneling for Cherry St streetcar tracks. How is Mx going to manage with that?
 - Mx shared that it does not anticipate it to be an issue because the tunneling will be quite low in bedrock here under Cherry St. There is however a Lower Don Coordination Group (City, TTC, Waterfront Toronto, the Conservation authority, and some developers) which has been set up and engaged, and will be maintained, in conjunction with the City and Transit Expansion Office.
- Every 90 seconds seems ambitious considering people have to get on and off...Are there places where this is working and operating at 90 seconds per stop?

- Yes, relief line south was also going to operate in a similar range. The line may not operate at 90 seconds on day one, but the system is being designed to accomplish that so that when riders hip does increase, the need can be met.
- What can the MPP share with the community at this point?
 - Most of the info is on the website in a different format. Mx can provide a 1-pager (with links to the website) to be shared with the MPP's constituents.
- If the MPP were to host a meeting with community groups in his riding, would Mx be able to conduct a presentation? Would a week before Oct 17th be feasible?
 - Mx clarified it will work with his office on setting this up. There will be opportunities to provide feedback beyond Oct 17th too as information will be shared in to the Fall.
- Is it reasonable to expect completion in 2027?
 - Mx shares that teams are working hard to get the earliest delivery possible. Contractors will
 provide timelines as part of the tendering process which will be taken in to account in setting
 the final schedule.

Action items

- Mx to coordinate with the MPP's office on possible dates for Mx to present to community members and groups
- Mx to provide MPP's office with 1-pager of content about engagement opportunities and updates to share with his constituents
- o Mx to provide the MPP's office with information on the zero track

Tone of Meeting - 8

Elected Officials

• MPP Kathleen Wynne

From: Ontario Line

Sent: November 30, 2020 5:25 PM

Cc: Josh Vandezande < Josh. Vandezande@metrolinx.com>

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• MPP Michael Coteau

From: Ontario Line

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Cc: Josh Vandezande < Josh. Vandezande@metrolinx.com>

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Elected Officials

MPP Peter Tabuns

From: Ontario Line

Sent: November 30, 2020 5:25 PM

Cc: Josh Vandezande < Josh. Vandezande@metrolinx.com>

Subject: Ontario Line Early Works Report: Exhibition Station and Final Environmental Conditions

Report - now posted

As the next step in the environmental assessment process for the Ontario Line, Metrolinx is <u>releasing the draft Early Works Report for Exhibition Station</u> for public consultation.

The report provides details on the planned upgrades at Exhibition Station, the anticipated impacts from construction and the steps Metrolinx and its contractors can take to mitigate these effects. The upgrades include:

- a new station entrance and exit building to the north of the existing rail corridor that will serve both Ontario Line and GO customers while also serving as the pedestrian link between Liberty Village and Exhibition Place;
- a new Ontario Line platform to the north of the existing rail corridor;
- tunnel improvements;
- a temporary pedestrian bridge over the existing tracks to give customers more ways to access GO platforms during construction; and
- shifting two existing GO tracks to the north and creating a new GO platform to support GO Expansion plans.

Station concourse planning and design is still in progress.

The release of the draft Early Works report initiates a consultation period in which the public will be able to share their feedback on its findings and recommendations. The public will be notified of the consultation opportunity through a direct mail, ads in the Toronto Star and community papers, as well as through web updates, Ontario Line enewsletters and our social media channels. We are also working with local officials on community engagement. Feedback is requested by January 5, 2021.

We have also posted the <u>Final Environmental Conditions Report</u> which has been updated to include feedback received during the consultation period, September 17 - October 17, 2020.

As project planning and design advance in 2021, Metrolinx will complete and publish additional Early Works Reports and an Environmental Impact Assessment Report.

Please let us know if you have any questions or would like to setup a virtual meeting to discuss the Early Works Report for Exhibition Station.

Thank you.

Josh Vandezande Senior Manager of Community Relations - Ontario Line Metrolinx: connecting our communities

Mobile: 437-218-5436

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Elected Officials

• MPP Peter Tabuns Meeting Materials

POST-EVENT REPORT

EVENT/MEETING NAME

East Segment Briefing MPP Tabuns

DATE Tuesday, September 29, 2020

TIME 3:00 to ~ 4:30 PM

VENUE n/a

ADDRESS MS Teams

OVERVIEW

- MPP Tabuns was briefed on Ontario Line environmental reporting, procurement, project timelines, and East segment alignment.
- Specific questions on rail safety regulations in joint corridor and cost comparison for above ground and below ground in East End.
- Will setup a separate briefing for the North segment

ATTENDEES

MPP Tabuns

MX

- Carrie Sheaffer
- Josh Vandezande
- Damien Forbes
- Vanessa Cheng
- Daryl Gonsalves
- Daniel Cicero
- Pam Foster
- Malcolm Mackay
- Simon Granat

10

Al Findlay

DISCUSSION

Meeting Purpose: To brief MPP Tabuns on the updates to the Ontario Line project since February 2020, specifically the East segment, procurement, environmental reports, engagement process and next steps.

Agenda:

- Summary of the procurement packages
- Updated project timeline
- Ontario Line EA process
- Draft Environmental Conditions Report (currently out for public consultation)
- Station updates (starting at the Lower Don Bridges)
- Discussion

Metrolinx provided an overview of the procurement packages, updated project timeline, the Ontario Line EA Process, the Draft Environmental Conditions Report, and Station Updates from the linked deck

Discussion:

- MPP Tabuns requested the slide deck.
 - JV will send deck to MPP Tabuns and Robin Kaufman (Assistant to MPP)
- MPP Tabuns asked for clarification on timelines presented in the timelines slide of the deck.
 - Malcolm Mackay: confirmed timelines.
- MPP Tabuns asked when the OL will open
 - Malcolm Mackay: 2027 is stated, but it is noted that the timeline will be guided by procurement.
- Carrie Scheaffer: Overview of environmental process.
- MPP Tabuns asked the deadline for ECR submission (30 day review)
 - Carrie Schaeffer: Oct. 17. Noted that we will still accept comments after that date, but Oct. 17 is the deadline to have the comments covered in the final ECR.
- MPP Tabuns asked for clarity around environmental reporting timelines
 - Carrie Scheaffer provided clarity around timelines for the Full Report for EW, and the Environmental Impact Assessment.
- MPP Tabuns asked about the impact of the timeline for environmental reporting on procurement. The environmental reporting is complete after the RFP is issued.
 - Malcolm Mackay: we are working to ensure that the environmental report information is provided for and captured in the procurement process.
- MPP Tabuns asked if we have surveyed the Don Valley, around Minton Place, as there are environmental sensitivities. Also asked about if the Environmental Assessment will cover under the bridge.
 - Carrie Scheaffer: Yes, last Spring and we have and will continue to work with the Conservation Authority. The EA will cover that information—expected date, Spring 2021.
- Josh Vandezande: Provided update on Community Relation and Outreach Activities
 - There was discussion with the MPP about potential for hosting virtual town halls.
 Likely the format would require having questions submitted ahead of time. Mx explained we are open to looking at these own halls and digital outreach strategies.

- Malcolm Mackay provided update on alignment. Confirmed with the MPP the subway will be along the existing corridor, not elevated.
- MPP inquired about precedent and regulatory safety requirements of having light subway trains alongside heavier trains.
 - Malcolm Mackay: There will be sensors for safety, and the likelihood of a negative safety event is low. There are some examples of heavy and light trains in Toronto.
 Malcolm will share information with MPP.
- MPP inquired about regulatory requirements for rail safety and if the Transportation Safety Board has accepted the planned alignment.
 - Malcolm Mackay responded that he will find out and formally respond.
- Malcolm Mackay: provided overview of bridge construction and advised that if road closures occur they will be minimal (likely, a weekend or two). Also provided overview of East Harbour, Leslieville stations. Confirmed that Jimmie Simpson Recreation Centre will have no impact, but the park will have a temporary impact. Noted it is important to protect the park as best possible, and continue to work with the BIA. Confirmed the rail line is within the corridor footprint, except as part of the station and that Mx is working within ROW.
- Noise wall designs were shared with MPP
- MPP Tabuns asked about property on First Avenue and if it will be expropriated
 - Josh Vandezande: confirmed 240-242 First Avenue will be expropriated and we are sending letters to property owners prior to the public release of section reviews.
- Malcolm Mackay: we will set up a separate briefing with MPP Tabuns to discuss the North Segment.
- It was confirmed that MPP is comfortable contacting JV with requests.
- MPP Tabuns inquired about cost comparison for having the OL above ground versus below ground in the East End.
 - o Malcolm Mackay: Confirmed below ground is much more expensive, less benefits for customers, and above ground allows for the line to go further.
 - MPP Tabuns requested cost comparison of above ground and below ground.
 - Malcolm Mackey agreed to share information, but noted he would need to go through the required processes to have the information released. Likely cost range is in the 100's of Millions of Dollar range.

- MPP Tabuns asked about transit oriented communities acquisitions at Gerrard. Particularly, at Gerrard and Logan, Dickens and Thackery.
 - Malcolm Mackay: Confirmed that if we need the properties, then they could e a candidate for TOC. Confirmed that TOC's would be based around properties that were purchased for transit that may have developable potential.
- MPP Tabuns asked about ridership projections given less people are working from home.
 - o Malcolm Mackay: ridership may decline in the short term, but long term projections are that demand will continue to grow.

Action items for MX:

- JV to send slide deck to MPP Tabuns (sent at end of meeting).
- MM to inquire about rail safety and regulations for joint corridor plans and provide a formal response to MPP.
- MM to share examples of joint subway-diesel train corridor use to MPP.
- MM to share cost comparison of line buried for the East rail
- -Drafted by Simon Granat, Community Relations and Issues Specialist, Ontario Line on September 30, 2020

QUESTIONS/COMMENTS

As noted above.

TONE

1-5 Negative

6-7 Neutral

8-10 - Positive

Elected Officials

• MPP Suze Morrison

From: Ontario Line

Sent: November 30, 2020 5:25 PM

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We have also posted the <u>Final Environmental Conditions Report</u> which has been updated to include feedback received during the consultation period, September 17 - October 17, 2020.

As project planning and design advance in 2021, Metrolinx will complete and publish additional Early Works Reports and an Environmental Impact Assessment Report.

Please let us know if you have any questions or would like to setup a virtual meeting to discuss the Early Works Report for Exhibition Station.

Thank you.

Josh Vandezande Senior Manager of Community Relations - Ontario Line Metrolinx: connecting our communities

Mobile: 437-218-5436

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Indigenous Communities

- Alderville First Nation
- Beausoleil First Nation
- Chippewas of Georgina Island
- Chippewas of Rama First Nation
- Curve Lake First Nation
- Haudenosaunee Confederacy Chiefs Council
- Hiawatha First Nation
- Huron-Wendat Nation
- Kawartha Nishnawbe First Nation
- Métis Nation of Ontario
- Mississaugas of the Credit First Nation
- Mississaugas of Scugog Island First Nation
- Six Nations of the Grand River

Indigenous Communities

 Summary of Email Correspondence with Indigenous Communities

Indigenous Community	Date	Summary
Alderville First Nation	February 12, 2020	Metrolinx provided a formal letter with high level Project details, including Project description, EA scope and invitation to provide input
Alderville First Nation	June 4, 2020	 Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the report Metrolinx requested feedback be sent by July 2, 2020
Alderville First Nation	June 5, 2020	 Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the report Metrolinx requested feedback by July 3, 2020
Alderville First Nation	July 2, 2020	 Metrolinx requested comments related to the Ontario Line Early Works Natural Environment Report by end of day July 2, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Alderville First Nation	November 30, 2020	 Metrolinx provided a formal letter with Project updates Metrolinx provided the Notice of Publication of Draft Exhibition Station Early Works Report Metrolinx provided a link to the Draft Exhibition Station Early Works Report and requested comments by January 5, 2021
Beausoleil First Nation	February 12, 2020	Metrolinx provided a formal letter with high level Project details, including Project description, EA scope and invitation to provide input
Beausoleil First Nation	June 4, 2020	 Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the report Metrolinx requested feedback be sent by July 2, 2020
Beausoleil First Nation	June 5, 2020	 Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the report Metrolinx requested feedback by July 3, 2020
Beausoleil First Nation	July 2, 2020	 Metrolinx requested comments related to the Ontario Line Early Works Natural Environment Report by end of day July 2, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Beausoleil First Nation	November 30, 2020	 Metrolinx provided a formal letter with Project updates Metrolinx provided the Notice of Publication of Draft Exhibition Station Early Works Report Metrolinx provided a link to the Draft Exhibition Station Early Works Report and requested comments by January 5, 2021
Chippewas of Georgina Island	February 12, 2020	Metrolinx provided a formal letter with high level Project details, including Project description, EA scope and invitation to provide input
Chippewas of Georgina Island	June 4, 2020	 Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the report Metrolinx requested feedback be sent by July 2, 2020
Chippewas of Georgina Island	June 5, 2020	 Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the report Metrolinx requested feedback by July 3, 2020
Chippewas of Georgina Island	July 2, 2020	 Metrolinx requested comments related to the Ontario Line Natural Environment Report by end of day July 2, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Chippewas of Georgina Island	November 30, 2020	 Metrolinx provided a formal letter with Project updates Metrolinx provided the Notice of Publication of Draft Exhibition Station Early Works Report Metrolinx provided a link to the Draft Exhibition Station Early Works Report and requested comments by January 5, 2021
Chippewas of Rama First Nation	February 12, 2020	 Metrolinx provided a formal letter with high level Project details, including Project description, EA scope and invitation to provide input
Chippewas of Rama First Nation	June 3, 2020	 Metrolinx provided a formal letter with the report distribution schedule for the Ontario Line Project and included a Dropbox link to the Ontario Line Environmental Conditions Natural Environment Report
Chippewas of Rama First Nation	June 4, 2020	 Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the report Metrolinx requested feedback be sent by July 2, 2020
Chippewas of Rama First Nation	June 5, 2020	 Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the report Metrolinx requested feedback by July 3, 2020
Chippewas of Rama First Nation	July 2, 2020	 Metrolinx requested comments related to the Ontario Line Early Works Natural Environment Report by end of day July 2, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Chippewas of Rama First Nation	July 2, 2020	Chippewas of Rama First Nation notified Metrolinx that the download link provided for the assessment did not work
Chippewas of Rama First Nation	July 2, 2020	Metrolinx provided the Chippewas of Rama First Nation with a new Dropbox link
Chippewas of Rama First Nation	November 30, 2020	Metrolinx provided a formal letter with Project updates

Indigenous Community	Date	Summary
Chippewas of Rama First Nation	December 4, 2020 Meeting	 Metrolinx provided the Notice of Publication of Draft Exhibition Station Early Works Report Metrolinx provided a link to the Draft Exhibition Station Early Works Report and requested comments by January 5, 2021 Metrolinx provided a presentation on the Subways Program with a focus on the Ontario Line Project and the Draft Early Works Report environmental assessments, including natural environment and archaeological resources impact assessment results Chippewas of Rama First Nation requested a follow-up meeting be scheduled as not all materials were covered due to scheduling constraints A follow-up meeting is to take place in early 2021
Curve Lake First Nation	February 12, 2020	Metrolinx provided a formal letter with high level Project details, including Project description, EA scope and invitation to provide input
Curve Lake First Nation	March 26, 2020	 Metrolinx provided a formal letter requesting feedback on the Ontario Line Stage 1 Archaeological Assessments Metrolinx included a link to the draft Stage 1 Archaeological Assessment and requested comments by April 24, 2020
Curve Lake First Nation	March 26, 2020	Curve Lake First Nation confirmed that the Ontario Line Project is outside of their Williams Treaties territory and is located within the territory of the Mississauga of Credit First Nation
Curve Lake First Nation	June 4, 2020	 Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the report Metrolinx requested feedback be sent by July 2, 2020
Curve Lake First Nation	June 5, 2020	 Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the report Metrolinx requested feedback by July 3, 2020
Curve Lake First Nation	July 15, 2020 Meeting	Metrolinx provided a presentation on upcoming Metrolinx projects, ongoing needs
Curve Lake First Nation	November 30, 2020	 Metrolinx provided a formal letter with Project updates Metrolinx provided the Notice of Publication of Draft Exhibition Station Early Works Report Metrolinx provided a link to the Draft Exhibition Station Early Works Report and requested comments by January 5, 2021
Haudenosaunee Confederacy Chiefs Council	July 30, 2020	Metrolinx provided an introductory letter to the Ontario Line Project and attached reports for review
Haudenosaunee Confederacy Chiefs Council	November 30, 2020	 Metrolinx provided a formal letter with Project updates Metrolinx provided the Notice of Publication of Draft Exhibition Station Early Works Report Metrolinx provided a link to the Draft Exhibition Station Early Works Report and requested comments by January 5, 2021
Hiawatha First Nation	February 12, 2020	Metrolinx provided a formal letter with high level Project details, including Project description, EA scope and invitation to provide input
Hiawatha First Nation	February 13, 2020	 Hiawatha First Nation confirmed that they do not have any questions or concerns at this time and notes that they would appreciate if they are kept in the loop as the Project progresses Metrolinx confirmed Hiawatha First Nation would be provided updates as the Project progresses
Hiawatha First Nation	June 4, 2020	 Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the report Metrolinx requested feedback be sent by July 2, 2020
Hiawatha First Nation	June 5, 2020	 Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the report Metrolinx requested feedback by July 3, 2020
Hiawatha First Nation	July 2, 2020	 Metrolinx requested comments related to the Ontario Line Early Works Natural Environment Report by end of day July 2, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Hiawatha First Nation	November 30, 2020	 Metrolinx provided a formal letter with Project updates Metrolinx provided the Notice of Publication of Draft Exhibition Station Early Works Report Metrolinx provided a link to the Draft Exhibition Station Early Works Report and requested comments by January 5, 2021
Huron-Wendat Nation	November 13, 2019 Meeting	Metrolinx provided a presentation regarding ongoing projects, including the Ontario Line Project, upcoming projects and next steps
Huron-Wendat Nation	February 12, 2020	Metrolinx provided a formal letter with high level Project details, including Project description, EA scope and invitation to provide input
Huron-Wendat Nation	February 12, 2020	Huron-Wendat Nation requested Metrolinx provide GIS shapefiles of the study area
Huron-Wendat Nation	February 13, 2020	Metrolinx confirmed they would provide the files the following day

Indigenous Community	Date	Summary
Huron-Wendat Nation	June 5, 2020	 Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the report Metrolinx requested feedback be sent by July 2, 2020
Huron-Wendat Nation	June 10, 2020	 Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the report Metrolinx requested feedback by July 2, 2020
Huron-Wendat Nation	July 2, 2020	 Metrolinx requested comments related to the Ontario Line Early Works Natural Environment Report by end of day July 2, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Huron-Wendat Nation	November 30, 2020	 Metrolinx provided a formal letter with Project updates Metrolinx provided the Notice of Publication of Draft Exhibition Station Early Works Report Metrolinx provided a link to the Draft Exhibition Station Early Works Report and requested comments by January 5, 2021
Kawartha Nishnawbe First Nation	February 12, 2020	Metrolinx provided a formal letter with high level Project details, including Project description, EA scope and invitation to provide input
Kawartha Nishnawbe First Nation	February 13, 2020	 Kawartha Nishnawbe First Nation acknowledged the email regarding the Project and noted that as their staff are volunteers with no office space, they are unable to participate in consultations unless they receive capacity funding
Kawartha Nishnawbe First Nation	June 4, 2020	 Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the report Metrolinx requested feedback be sent by July 2, 2020
Kawartha Nishnawbe First Nation	June 5, 2020	 Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the report Metrolinx requested feedback by July 3, 2020
Kawartha Nishnawbe First Nation	July 2, 2020	 Metrolinx requested comments related to the Ontario Line Early Works Natural Environment Report by end of day July 2, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Kawartha Nishnawbe First Nation	November 30, 2020	 Metrolinx provided a formal letter with Project updates Metrolinx provided the Notice of Publication of Draft Exhibition Station Early Works Report Metrolinx provided a link to the Draft Exhibition Station Early Works Report and requested comments by January 5, 2021
Métis Nation of Ontario	February 12, 2020	Metrolinx provided a formal letter with high level Project details, including Project description, EA scope and invitation to provide input
Métis Nation of Ontario	June 4, 2020	 Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the report Metrolinx requested feedback be sent by July 2, 2020
Métis Nation of Ontario	June 5, 2020	 Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the report Metrolinx requested feedback by July 3, 2020
Métis Nation of Ontario	July 2, 2020	 Metrolinx requested comments related to the Ontario Line Early Works Natural Environment Report by end of day July 2, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Métis Nation of Ontario	November 30, 2020	 Metrolinx provided a formal letter with Project updates Metrolinx provided the Notice of Publication of Draft Exhibition Station Early Works Report Metrolinx provided a link to the Draft Exhibition Station Early Works Report and requested comments by January 5, 2021
Mississaugas of the Credit First Nation	February 12, 2020	Metrolinx provided a formal letter with high level Project details, including Project description, EA scope and invitation to provide input
Mississaugas of the Credit First Nation	June 4, 2020	 Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the report Metrolinx requested feedback be sent by July 2, 2020
Mississaugas of the Credit First Nation	June 5, 2020	 Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the report Metrolinx requested feedback by July 3, 2020
Mississaugas of the Credit First Nation	June 11, 2020 Meeting	 Metrolinx provided a presentation on the Subways Program with a focus on the Ontario Line Project and the environmental assessments and archaeological assessments completed to-date Mississaugas of the Credit First Nation provided an overview of the Archaeological Field Liaison Representatives program Mississaugas of the Credit First Nation outlined expectations regarding engagement and participation in the Ontario Line Project
Mississaugas of the Credit First Nation	July 2, 2020	 Metrolinx requested comments related to the Ontario Line Early Works Natural Environment Report by end of day July 2, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Mississaugas of the Credit First Nation	November 30, 2020	Metrolinx provided a formal letter with Project updates

Appendix B3

Indigenous Community	Date	Summary
		 Metrolinx provided the Notice of Publication of Draft Exhibition Station Early Works Report Metrolinx provided a link to the Draft Exhibition Station Early Works Report and requested comments by January 5, 2021
Mississaugas of Scugog Island First Nation	February 12, 2020	Metrolinx provided a formal letter with high level Project details, including Project description, EA scope and invitation to provide input
Mississaugas of Scugog Island First Nation	June 4, 2020	 Metrolinx provided the Ontario Line Early Works Natural Environment Report and a link to access the report Metrolinx requested feedback be sent by July 2, 2020
Mississaugas of Scugog Island First Nation	June 5, 2020	 Metrolinx provided the Ontario Line Draft Early Works Report and a link to access the report Metrolinx requested feedback by July 3, 2020
Mississaugas of Scugog Island First Nation	July 2, 2020	 Metrolinx requested comments related to the Ontario Line Early Works Natural Environment Report by end of day July 2, 2020 Metrolinx requested comments related to the Ontario Line Early Works Report by end of day July 3, 2020
Mississaugas of Scugog Island First Nation	November 30, 2020	 Metrolinx provided a formal letter with Project updates Metrolinx provided the Notice of Publication of Draft Exhibition Station Early Works Report Metrolinx provided a link to the Draft Exhibition Station Early Works Report and requested comments by January 5, 2021
Six Nations of the Grand River	July 30, 2020	Metrolinx provided an introductory letter on the Ontario Line Project and attached reports for review
Six Nations of the Grand River	November 25, 2020 Meeting	 Metrolinx hosted a meeting with Six Nations of the Grand River to better understand the issues and concerns of Six Nations of the Grand River and identify opportunities to support meaningful engagement and partnership Six Nations of the Grand River noted that information regarding Treaty 13, Nanfan Treaty, and the Fort Albany Treaty 1701, which may be relevant to the Ontario Line Study Area, was not included in the Ontario Line Stage 1 Archaeological Assessment reports Metrolinx noted that these reports were prepared early on in the Project and prior to engagement with Six Nations of the Grand River and confirmed participation in ongoing communication to determine how best to resolve this concern Metrolinx provided Six Nations of the Grand River with Draft Minutes of the meeting and is awaiting formal comments/ approval to finalize
Six Nations of the Grand River	November 30, 2020	 Metrolinx provided a formal letter with Project updates Metrolinx provided the Notice of Publication of Draft Exhibition Station Early Works Report Metrolinx provided a link to the Draft Exhibition Station Early Works Report and requested comments by January 5, 2021

★ METROLINX

Indigenous Communities

• Alderville First Nation

From: <u>Indigenous Relations</u>

To: <u>Dave Mowat</u>

Cc:Dave Simpson; k.a.sandy-mckenzie@rogers.com; Maria Zintchenko; Rodney Yee; Merlin Yuen; Crystal HoSubject:Ontario Line: Final Environmental Conditions Report and Draft Exhibition Station Early Works Report

Date: Monday, November 30, 2020 4:00:52 PM

Attachments: OL FinalECR DraftEWRExh Letter of Notice-AldervilleFN.pdf

Attachment 1.pdf Attachment 2.pdf Attachment 3.pdf Attachment 4.pdf image002.png

Dear Chief Mowat,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to share the Final Environmental Conditions Report (ECR) and Draft Exhibition Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you. We also understand that this project is not within the Williams Treaties territory but that you may have interest.

We kindly ask that your provide any comments no later than **January 5**, **2020**.

The reports are available at the following links:

- Draft Exhibition Station Early Works Report:
- Final Environmental Conditions Report:

We appreciate the volume of documents that Metrolinx has shared with your Nation. We are happy to set up a meeting to guide you through the reports and to answer any questions. If you have any concerns, please do not hesitate to contact me.

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Fallon Melander

Metrolin

Ontario Line Exhibition Station Early Works - Draft Early Works Report

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	Potential for the disturbance of unassessed or undocumented archaeological resources not previously identified.	 Areas identified as retaining archaeological potential in the Exhibition Station Early Works Project Footprint, as per the Ontario Line West Stage 1 Archaeological Assessment Report (AECOM, 2020d), are shown in Figure 5-16, and include the following. Should ground disturbing activities be planned within these areas, a Stage 2 archaeological assessment must be completed prior to any ground disturbing activities. A portion of the Exhibition Station Early Works Project Footprint between the rail corridor and Gardiner Expressway retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto. Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to any ground disturbing activities as a result of construction commencement. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. The goal is to endeavour to conserve significant archaeological resources in their original location through documentation, protection, and avoidance of impacts. However, where activities could disturb significant archaeological resources or areas of archaeological potential, Metrolinx will take appropriate measures to mitigate impacts where further archaeological work is required within the Exhibition Station Early Works Project Footprint. An invitation for Indigenous communities to participate in monitoring requirements for any subsequent archaeological work is recommended. All future Stage 2 archaeological assessment findings will be shared with the Indigenous communities that were engaged d	None identified.
Archaeological Resources	 Potential recovery of unexpected archaeological resources during construction. 	Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous communities will be initiated in the event that archaeological resources or human remains are discovered.	 None identified.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities - Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	 No potential impacts as there are no Designated Natural Areas within 120 metres of the Exhibition Station Early Works Project Footprint 	None required.	None required.
Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area	 No potential impacts as there are no City of Toronto policy areas within the Exhibition Station Early Works Project Footprint 	None required.	None required.
Policy Areas – Toronto and Region Conservation Authority Regulated Areas	 No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Exhibition Station Early Works Project Footprint 	None required.	None required.
Vegetation Communities	 Removal of vegetation communities Damage to adjacent vegetation or Ecological Land Classification communities as a result of accidental intrusion 	 Vegetation removal will be kept to a minimum and limited to within the construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx's Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	 City and private tree removal 	 An Arborist Report prepared by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Exhibition Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. 	 Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Vegetation	Soil contamination as a result of	 Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will 	 On-site inspection will be undertaken to confirm the implementation of
Communities	spills (e.g., grease and/or fuel) from equipment use Introduction or spread of Invasive Species.	be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. All machinery, construction equipment and vehicles arriving on site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013) prior to arriving and leaving the construction site in order to prevent the spread of invasive species to other locations.	the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.
Wildlife and Wildlife Habitat – General	Disturbance, displacement or mortality of wildlife	 Prior to construction, investigation of the Exhibition Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. A qualified Biologist will be contacted to define the appropriate buffer required from wildlife. 	 On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Significant Wildlife Habitat: Common Nighthawk	 Removal of candidate nesting habitat for Common Nighthawk 	 Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	 Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

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Ontario Line Exhibition Station Early Works – Draft Early Works Report

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Migratory Breeding Birds and Nests	 Disturbance or destruction of migratory bird nests 	 All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	 Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Species at Risk – General	 Habitat loss, disturbance and/or mortality to Species at Risk 	• All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of the Environment, Conservation and Parks.	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Aquatic Environment - Wetlands and Waterbodies	 No potential impacts as there are no wetlands or waterbodies present 	None required.	None required.
Aquatic Environment - Fish and Fish Habitat	 No potential impacts as there is no fish or fish habitat present 	None required.	None required.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time.

If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

To: "dmowat@alderville.ca"

Cc: "consultation@alderville.ca"; "k.a.sandy-mckenzie@rogers.com"; Indigenous Relations; James Francis; Rodney

Yee; Maria Zintchenko; Crystal Ho

Subject: RE: Ontario Line - Draft Environmental Conditions Report

Date: Thursday, July 02, 2020 12:59:00 PM

Attachments: <u>image001.png</u>

Good afternoon Chief Dave Mowat,

This is just a friendly reminder that we are looking for comments be provided for the draft Ontario Line Natural Environment Early Works Report by end of day today, July 2nd. We are also looking for comments to be provided for the draft Ontario Line Early Works Report by end of day tomorrow, July 3rd:

Feel free to contact me if you have any questions.

Thank-you,

Crystal Ho

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





Sent: Friday, June 05, 2020 4:58 PM

To: dmowat@alderville.ca

Cc: consultation@alderville.ca; k.a.sandy-mckenzie@rogers.com; Indigenous Relations; James Francis;

Rodney Yee; Maria Zintchenko

Subject: Ontario Line - Draft Early Works Report

Good afternoon Chief Dave Mowat,

As per the document distribution schedule presented in Metrolinx's June 3rd letter, please find the Ontario Line Draft Early Works Report via Dropbox. Any comments on the report are requested by **July 3rd**.

As previously communicated, Metrolinx acknowledges the current climate of uncertainty as Indigenous communities are impacted by the COVID-19 pandemic. Please let us know if there are any ways that we can make the review process easier or more accommodating during this time.

Please let us know if you have any questions or have trouble accessing the document.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: Ontario Line

Sent: June-04-20 3:40 PM

To: 'dmowat@alderville.ca' <dmowat@alderville.ca' >

Cc: 'consultation@alderville.ca' <<u>consultation@alderville.ca</u>>; 'k.a.sandy-mckenzie@rogers.com' <<u>k.a.sandy-mckenzie@rogers.com</u>>; Indigenous Relations <<u>IndigenousRelations@metrolinx.com</u>>; James Francis <<u>James.Francis@metrolinx.com</u>>; Rodney Yee <<u>Rodney.Yee@metrolinx.com</u>>; Maria Zintchenko <<u>Maria.Zintchenko@metrolinx.com</u>>

Subject: Ontario Line - Draft Early Works, Natural Environment Report

Good afternoon Chief Dave Mowat,

As discussed in our June 3rd correspondence, Metrolinx would like to share the draft Ontario Line Early Works Natural Environment Report with your community for review. The report may be accessed via Dropbox

We are requesting comments on the report by July 2nd, 2020. However, as mentioned previously, Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment

Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5

T: 416-202-1812

From: <u>Indigenous Relations</u>
To: <u>dmowat@alderville.ca</u>

Cc: James Francis; Maria Zintchenko; Laura Witherow; dsimpson@alderville.ca; consultation@alderville.ca

Subject: Ontario Line Subway Project **Date:** February 12, 2020 1:31:35 PM

Attachments: Ontario Line - Letter Alderville First Nation.pdf

image001.png

Good Afternoon,

Metrolinx in partnership with Infrastructure Ontario is proposing to build a 16km subway line in downtown Toronto which will expand and build upon the existing and planned transit network. More details about the project can be accessed here:

I have attached a letter to this email that provides high level details of the project, which has also been sent to you by registered mail.

Metrolinx would appreciate any interest that your First Nation may have in these projects. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have.

I am happy to speak in person or by telephone if you require further information as I hope to make this process as open and respectful for your community.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander



★ METROLINX

Indigenous Communities

• Beausoleil First Nation

From: <u>Indigenous Relations</u>

To: <u>bfnchief@chimnissing.ca</u>

Cc: danamonague@chimnissing.ca; k.a.sandy-mckenzie@rogers.com; Maria Zintchenko; Rodney Yee; Merlin Yuen;

Crystal Ho

Subject: Ontario Line: Final Environmental Conditions Report and Draft Exhibition Station Early Works Report

Date: Monday, November 30, 2020 4:04:53 PM

Attachments: Attachment 1.pdf

Attachment 2.pdf Attachment 3.pdf Attachment 4.pdf

OL FinalECR DraftEWRExh Letter of Notice-BFN.pdf

image001.png

Dear Chief Monague,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to share the Final Environmental Conditions Report (ECR) and Draft Exhibition Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you. We also understand that this project is not within the Williams Treaties territory but that you may have interest.

We kindly ask that your provide any comments no later than **January 5**, **2020**.

The reports are available at the following links:

- Draft Exhibition Station Early Works Report:
- Final Environmental Conditions Report:

We appreciate the volume of documents that Metrolinx has shared with your Nation. We are happy to set up a meeting to guide you through the reports and to answer any questions. If you have any concerns, please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander



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Ontario Line Exhibition Station Early Works - Draft Early Works Report

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	Potential for the disturbance of unassessed or undocumented archaeological resources not previously identified.	 Areas identified as retaining archaeological potential in the Exhibition Station Early Works Project Footprint, as per the Ontario Line West Stage 1 Archaeological Assessment Report (AECOM, 2020d), are shown in Figure 5-16, and include the following. Should ground disturbing activities be planned within these areas, a Stage 2 archaeological assessment must be completed prior to any ground disturbing activities. A portion of the Exhibition Station Early Works Project Footprint between the rail corridor and Gardiner Expressway retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto. Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to any ground disturbing activities as a result of construction commencement. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. The goal is to endeavour to conserve significant archaeological resources in their original location through documentation, protection, and avoidance of impacts. However, where activities could disturb significant archaeological resources or areas of archaeological potential, Metrolinx will take appropriate measures to mitigate impacts where further archaeological work is required within the Exhibition Station Early Works Project Footprint. An invitation for Indigenous communities to participate in monitoring requirements for any subsequent archaeological work is recommended. All future Stage 2 archaeological assessment findings will be shared with the Indigenous communities that were engaged during the Stage 1 archaeological assessm	None identified.
Archaeological Resources	 Potential recovery of unexpected archaeological resources during construction. 	Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous communities will be initiated in the event that archaeological resources or human remains are discovered.	None identified.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities - Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	 No potential impacts as there are no Designated Natural Areas within 120 metres of the Exhibition Station Early Works Project Footprint 	None required.	None required.
Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area	No potential impacts as there are no City of Toronto policy areas within the Exhibition Station Early Works Project Footprint	None required.	None required.
Policy Areas – Toronto and Region Conservation Authority Regulated Areas	No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Exhibition Station Early Works Project Footprint	None required.	None required.
Vegetation Communities	 Removal of vegetation communities Damage to adjacent vegetation or Ecological Land Classification communities as a result of accidental intrusion 	 Vegetation removal will be kept to a minimum and limited to within the construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx's Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	City and private tree removal	 An Arborist Report prepared by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Exhibition Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. 	 Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Vegetation	Soil contamination as a result of	 Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will 	 On-site inspection will be undertaken to confirm the implementation of
Communities	spills (e.g., grease and/or fuel) from equipment use Introduction or spread of Invasive Species.	be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. All machinery, construction equipment and vehicles arriving on site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013) prior to arriving and leaving the construction site in order to prevent the spread of invasive species to other locations.	the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.
Wildlife and Wildlife Habitat – General	Disturbance, displacement or mortality of wildlife	 Prior to construction, investigation of the Exhibition Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. A qualified Biologist will be contacted to define the appropriate buffer required from wildlife. 	 On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Significant Wildlife Habitat: Common Nighthawk	 Removal of candidate nesting habitat for Common Nighthawk 	 Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	 Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

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Ontario Line Exhibition Station Early Works – Draft Early Works Report

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Migratory Breeding Birds and Nests	 Disturbance or destruction of migratory bird nests 	 All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	 Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Species at Risk – General	 Habitat loss, disturbance and/or mortality to Species at Risk 	• All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of the Environment, Conservation and Parks.	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Aquatic Environment - Wetlands and Waterbodies	 No potential impacts as there are no wetlands or waterbodies present 	None required.	None required.
Aquatic Environment – Fish and Fish Habitat	 No potential impacts as there is no fish or fish habitat present 	None required.	None required.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time.

If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

To: "bfnchief@chimnissing.ca"

Cc: "danamonague@chimnissing.ca"; "k.a.sandy-mckenzie@rogers.com"; Indigenous Relations; James Francis;

Rodney Yee; Maria Zintchenko; Crystal Ho

Subject: RE: Ontario Line - Draft Environmental Conditions Report

Date: Thursday, July 02, 2020 1:08:00 PM

Attachments: <u>image001.png</u>

Good afternoon Chief Guy Monague,

This is just a friendly reminder that we are looking for comments be provided for the draft Ontario Line Natural Environment Early Works Report by end of day today, July 2nd. We are also looking for comments to be provided for the draft Ontario Line Early Works Report by end of day tomorrow, July 3rd:

Feel free to contact me if you have any questions.

Thank-you,

Crystal Ho

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







Sent: Friday, June 05, 2020 5:00 PM

To: bfnchief@chimnissing.ca

Cc: danamonague@chimnissing.ca; k.a.sandy-mckenzie@rogers.com; Indigenous Relations; James

Francis; Rodney Yee; Maria Zintchenko

Subject: Ontario Line - Draft Early Works Report

Good afternoon Chief Guy Monague,

As per the document distribution schedule presented in Metrolinx's June 3rd letter, please find the Ontario Line Draft Early Works Report via Dropbox. Any comments on the report are requested by **July 3rd**.

As previously communicated, Metrolinx acknowledges the current climate of uncertainty as Indigenous communities are impacted by the COVID-19 pandemic. Please let us know if there are any ways that we can make the review process easier or more accommodating during this time.

Please let us know if you have any questions or have trouble accessing the document.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: Ontario Line

Sent: June-04-20 3:43 PM

To: 'bfnchief@chimnissing.ca' < bfnchief@chimnissing.ca>

Cc: 'danamonague@chimnissing.ca' <<u>danamonague@chimnissing.ca</u>>; 'k.a.sandy-mckenzie@rogers.com' <<u>k.a.sandy-mckenzie@rogers.com</u>>; Indigenous Relations

< !ndigenousRelations@metrolinx.com; James Francis < James Francis@metrolinx.com; Rodney Yee

<<u>Rodney.Yee@metrolinx.com</u>>; Maria Zintchenko <<u>Maria.Zintchenko@metrolinx.com</u>>

Subject: Ontario Line - Draft Early Works, Natural Environment Report

Good afternoon Chief Guy Monague,

As discussed in our June 3rd correspondence, Metrolinx would like to share the draft Ontario Line Early Works Natural Environment Report with your community for review. The report may be accessed via Dropbox

We are requesting comments on the report by July 2nd, 2020. However, as mentioned previously, Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment

Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5

T: 416-202-1812

From: <u>Indigenous Relations</u>
To: <u>bfnchief@chimnissing.ca</u>

Cc: <u>James Francis</u>; <u>Maria Zintchenko</u>; <u>Laura Witherow</u>; <u>danamonague@chimnissing.ca</u>

Subject: Ontario Line Subway Project **Date:** February 12, 2020 1:34:16 PM

Attachments: Ontario Line - Letter Beausoliel First Nation.pdf

image001.png

Good Afternoon.

Metrolinx in partnership with Infrastructure Ontario is proposing to build a 16km subway line in downtown Toronto which will expand and build upon the existing and planned transit network. More details about the project can be accessed here:

I have attached a letter to this email that provides high level details of the project, which has also been sent to you by registered mail.

Metrolinx would appreciate any interest that your First Nation may have in these projects. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have.

I am happy to speak in person or by telephone if you require further information as I hope to make this process as open and respectful for your community.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander



★ METROLINX

Indigenous Communities

• Chippewas of Georgina Island

From: <u>Indigenous Relations</u>

To: donna.bigcanoe@georginaisland.com

Cc: natasha.charles@georginaisland.com; k.a.sandy-mckenzie@rogers.com; Maria Zintchenko; Rodney Yee; Merlin

Yuen; Crystal Ho

Subject: Ontario Line: Final Environmental Conditions Report and Draft Exhibition Station Early Works Report

Date: Monday, November 30, 2020 4:08:32 PM

Attachments: <u>Attachment 1.pdf</u>

Attachment 2.pdf Attachment 3.pdf Attachment 4.pdf

OL FinalECR DraftEWRExh Letter of Notice-CGI.pdf

image002.png

Dear Chief Big Canoe,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to share the Final Environmental Conditions Report (ECR) and Draft Exhibition Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you. We also understand that this project is not within the Williams Treaties territory but that you may have interest.

We kindly ask that your provide any comments no later than **January 5**, **2021**.

The reports are available at the following links:

- Draft Exhibition Station Early Works Report:
- Final Environmental Conditions Report:

We appreciate the volume of documents that Metrolinx has shared with your Nation. We are happy to set up a meeting to guide you through the reports and to answer any questions. If you have any concerns, please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander



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Ontario Line Exhibition Station Early Works - Draft Early Works Report

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	Potential for the disturbance of unassessed or undocumented archaeological resources not previously identified.	 Areas identified as retaining archaeological potential in the Exhibition Station Early Works Project Footprint, as per the Ontario Line West Stage 1 Archaeological Assessment Report (AECOM, 2020d), are shown in Figure 5-16, and include the following. Should ground disturbing activities be planned within these areas, a Stage 2 archaeological assessment must be completed prior to any ground disturbing activities. A portion of the Exhibition Station Early Works Project Footprint between the rail corridor and Gardiner Expressway retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto. Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to any ground disturbing activities as a result of construction commencement. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. The goal is to endeavour to conserve significant archaeological resources in their original location through documentation, protection, and avoidance of impacts. However, where activities could disturb significant archaeological resources or areas of archaeological potential, Metrolinx will take appropriate measures to mitigate impacts where further archaeological work is required within the Exhibition Station Early Works Project Footprint. An invitation for Indigenous communities to participate in monitoring requirements for any subsequent archaeological work is recommended. All future Stage 2 archaeological assessment findings will be shared with the Indigenous communities that were engaged during the Stage 1 archaeological assessm	None identified.
Archaeological Resources	 Potential recovery of unexpected archaeological resources during construction. 	Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous communities will be initiated in the event that archaeological resources or human remains are discovered.	None identified.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities - Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	 No potential impacts as there are no Designated Natural Areas within 120 metres of the Exhibition Station Early Works Project Footprint 	None required.	None required.
Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area	No potential impacts as there are no City of Toronto policy areas within the Exhibition Station Early Works Project Footprint	None required.	None required.
Policy Areas – Toronto and Region Conservation Authority Regulated Areas	No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Exhibition Station Early Works Project Footprint	None required.	None required.
Vegetation Communities	 Removal of vegetation communities Damage to adjacent vegetation or Ecological Land Classification communities as a result of accidental intrusion 	 Vegetation removal will be kept to a minimum and limited to within the construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx's Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	City and private tree removal	 An Arborist Report prepared by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Exhibition Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. 	 Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Vegetation	Soil contamination as a result of	 Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will 	 On-site inspection will be undertaken to confirm the implementation of
Communities	spills (e.g., grease and/or fuel) from equipment use Introduction or spread of Invasive Species.	be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. All machinery, construction equipment and vehicles arriving on site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013) prior to arriving and leaving the construction site in order to prevent the spread of invasive species to other locations.	the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.
Wildlife and Wildlife Habitat – General	Disturbance, displacement or mortality of wildlife	 Prior to construction, investigation of the Exhibition Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. A qualified Biologist will be contacted to define the appropriate buffer required from wildlife. 	 On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Significant Wildlife Habitat: Common Nighthawk	 Removal of candidate nesting habitat for Common Nighthawk 	 Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	 Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

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Ontario Line Exhibition Station Early Works – Draft Early Works Report

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Migratory Breeding Birds and Nests	 Disturbance or destruction of migratory bird nests 	 All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	 Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Species at Risk – General	 Habitat loss, disturbance and/or mortality to Species at Risk 	• All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of the Environment, Conservation and Parks.	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Aquatic Environment - Wetlands and Waterbodies	 No potential impacts as there are no wetlands or waterbodies present 	None required.	None required.
Aquatic Environment – Fish and Fish Habitat	 No potential impacts as there is no fish or fish habitat present 	None required.	None required.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time.

If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

To: "donna.bigcanoe@georginaisland.com"

Cc: "natasha.charles@georginaisland.com"; "k.a.sandy-mckenzie@rogers.com"; Indigenous Relations; James Francis;

Rodney Yee; Maria Zintchenko; Crystal Ho

Subject: RE: Ontario Line - Draft Environmental Conditions Report

Date: Thursday, July 02, 2020 1:06:00 PM

Attachments: <u>image001.png</u>

Good afternoon Chief Donna Big Canoe,

This is just a friendly reminder that we are looking for comments be provided for the draft Ontario Line Natural Environment Early Works Report by end of day today, July 2nd. We are also looking for comments to be provided for the draft Ontario Line Early Works Report by end of day tomorrow, July 3rd:

Feel free to contact me if you have any questions.

Thank-you,

Crystal Ho

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





Sent: Friday, June 05, 2020 5:05 PM **To:** donna.bigcanoe@georginaisland.com

Cc: natasha.charles@georginaisland.com; k.a.sandy-mckenzie@rogers.com; Indigenous Relations; James

Francis; Rodney Yee; Maria Zintchenko

Subject: Ontario Line - Draft Early Works Report

Good afternoon Chief Donna Big Canoe,

As per the document distribution schedule presented in Metrolinx's June 3rd letter, please find the Ontario Line Draft Early Works Report via Dropbox. Any comments on the report are requested by **July 3rd**.

As previously communicated, Metrolinx acknowledges the current climate of uncertainty as Indigenous communities are impacted by the COVID-19 pandemic. Please let us know if there are any ways that we can make the review process easier or more accommodating during this time.

Please let us know if you have any questions or have trouble accessing the document.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: Ontario Line

Sent: June-04-20 3:50 PM

To: 'donna.bigcanoe@georginaisland.com' < <u>donna.bigcanoe@georginaisland.com</u>>

 $\label{lem:com} \textbf{Cc: } 'natasha.charles@georginaisland.com' < \underline{natasha.charles@georginaisland.com} >; 'k.a.sandy-mckenzie@rogers.com' < \underline{k.a.sandy-mckenzie@rogers.com} >; Indigenous Relations$

 $<\!\!\underline{IndigenousRelations@metrolinx.com}\!\!>; James Francis <\!\!\underline{James.Francis@metrolinx.com}\!\!>; Rodney Yee$

<<u>Rodney.Yee@metrolinx.com</u>>; Maria Zintchenko <<u>Maria.Zintchenko@metrolinx.com</u>>

Subject: Ontario Line - Draft Early Works, Natural Environment Report

Good afternoon Chief Donna Big Canoe,

As discussed in our June 3rd correspondence, Metrolinx would like to share the draft Ontario Line Early Works Natural Environment Report with your community for review. The report may be accessed via Dropbox

We are requesting comments on the report by July 2nd, 2020. However, as mentioned previously, Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment

Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5

T: 416-202-1812

From: <u>Indigenous Relations</u>

To: donna.bigcanoe@georginaisland.com

Cc: James Francis; Maria Zintchenko; Laura Witherow; natasha.charles@georginaisland.com

Subject: Ontario Line Subway Project **Date:** February 12, 2020 1:35:56 PM

Attachments: Ontario Line - Letter Chippewas of Georgina Island.pdf

image001.png

Good Afternoon.

Metrolinx in partnership with Infrastructure Ontario is proposing to build a 16km subway line in downtown Toronto which will expand and build upon the existing and planned transit network. More details about the project can be accessed here:

I have attached a letter to this email that provides high level details of the project, which has also been sent to you by registered mail.

Metrolinx would appreciate any interest that your First Nation may have in these projects. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have.

I am happy to speak in person or by telephone if you require further information as I hope to make this process as open and respectful for your community.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander



★ METROLINX

Indigenous Communities

 Chippewas of Rama First Nation From: <u>Indigenous Relations</u>
To: <u>Sharday James</u>

Cc: k.a.sandy-mckenzie@rogers.com; Maria Zintchenko; Merlin Yuen; Rodney Yee; Crystal Ho

Subject: Ontario Line: Final Environmental Conditions Report and Draft Exhibition Station Early Works Report

Date: Monday, November 30, 2020 4:11:59 PM

Attachments: OL FinalECR DraftEWRExh Letter of Notice-CRFN.pdf

Attachment 1.pdf Attachment 2.pdf Attachment 3.pdf Attachment 4.pdf image001.png

Dear Sharday,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to share the Final Environmental Conditions Report (ECR) and Draft Exhibition Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you. We also understand that this project is not within the Williams Treaties territory but that you may have interest.

We kindly ask that your provide any comments no later than **January 5**, **2021**.

The reports are available at the following links:

- Draft Exhibition Station Early Works Report:
- Final Environmental Conditions Report:

We appreciate the volume of documents that Metrolinx has shared with your Nation. We are happy to set up a meeting to guide you through the reports and to answer any questions. If you have any concerns, please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander



Date: 11-30-2020

Metrolina

Ontario Line Exhibition Station Early Works – Draft Early Works Report

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	Potential for the disturbance of unassessed or undocumented archaeological resources not previously identified.	 Areas identified as retaining archaeological potential in the Exhibition Station Early Works Project Footprint, as per the Ontario Line West Stage 1 Archaeological Assessment Report (AECOM, 2020d), are shown in Figure 5-16, and include the following. Should ground disturbing activities be planned within these areas, a Stage 2 archaeological assessment must be completed prior to any ground disturbing activities. A portion of the Exhibition Station Early Works Project Footprint between the rail corridor and Gardiner Expressway retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto. Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to any ground disturbing activities as a result of construction commencement. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. The goal is to endeavour to conserve significant archaeological resources in their original location through documentation, protection, and avoidance of impacts. However, where activities could disturb significant archaeological resources or areas of archaeological potential, Metrolinx will take appropriate measures to mitigate impacts where further archaeological work is required within the Exhibition Station Early Works Project Footprint. An invitation for Indigenous communities to participate in monitoring requirements for any subsequent archaeological work is recommended. All future Stage 2 archaeological assessment findings will be shared with the Indigenous communities that were engaged d	None identified.
Archaeological Resources	 Potential recovery of unexpected archaeological resources during construction. 	Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous communities will be initiated in the event that archaeological resources or human remains are discovered.	 None identified.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities - Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	 No potential impacts as there are no Designated Natural Areas within 120 metres of the Exhibition Station Early Works Project Footprint 	None required.	None required.
Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area	No potential impacts as there are no City of Toronto policy areas within the Exhibition Station Early Works Project Footprint	None required.	None required.
Policy Areas – Toronto and Region Conservation Authority Regulated Areas	No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Exhibition Station Early Works Project Footprint	None required.	None required.
Vegetation Communities	 Removal of vegetation communities Damage to adjacent vegetation or Ecological Land Classification communities as a result of accidental intrusion 	 Vegetation removal will be kept to a minimum and limited to within the construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx's Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	City and private tree removal	 An Arborist Report prepared by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Exhibition Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. 	 Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Vegetation	Soil contamination as a result of	 Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will 	 On-site inspection will be undertaken to confirm the implementation of
Communities	spills (e.g., grease and/or fuel) from equipment use Introduction or spread of Invasive Species.	be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. All machinery, construction equipment and vehicles arriving on site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013) prior to arriving and leaving the construction site in order to prevent the spread of invasive species to other locations.	the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.
Wildlife and Wildlife Habitat – General	Disturbance, displacement or mortality of wildlife	 Prior to construction, investigation of the Exhibition Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. A qualified Biologist will be contacted to define the appropriate buffer required from wildlife. 	 On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Significant Wildlife Habitat: Common Nighthawk	 Removal of candidate nesting habitat for Common Nighthawk 	 Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	 Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

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Ontario Line Exhibition Station Early Works – Draft Early Works Report

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Migratory Breeding Birds and Nests	 Disturbance or destruction of migratory bird nests 	 All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	 Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Species at Risk – General	 Habitat loss, disturbance and/or mortality to Species at Risk 	 All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of the Environment, Conservation and Parks. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Aquatic Environment – Wetlands and Waterbodies	 No potential impacts as there are no wetlands or waterbodies present 	None required.	None required.
Aquatic Environment – Fish and Fish Habitat	 No potential impacts as there is no fish or fish habitat present 	None required.	None required.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time.

If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

From: Ontario Line
To: Sharday James

Cc: Indigenous Relations; James Francis; Rodney Yee; Maria Zintchenko; Crystal Ho

Subject: RE: Ontario Line - Draft Environmental Conditions Report

Date: Thursday, July 02, 2020 2:32:04 PM

Attachments: <u>image001.png</u>

Hi Ms. Sharday James,

Please use the Dropbox links provided below to access the following draft Ontario Line Reports:

• Environmental Conditions Natural Environment Report:



__

• Early Works Report:

• Environmental Conditions Report:



Please let me know if you are still having trouble accessing the reports or if you have any questions.

Thanks,

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment 130 Adelaide St West | Toronto | Ontario | M5H 3P5

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



From: Sharday James [mailto:shardayj@ramafirstnation.ca]

Sent: Thursday, July 02, 2020 2:14 PM

To: Ontario Line

Subject: RE: Ontario Line - Draft Environmental Conditions Report

I was away for a few months and when I followed the link I could not find any documents. Not sure if you only had it up for a limited time.

Cheers,

Sharday James

Sharday James

Community Consultation Worker, Communications
Chippewas of Rama First Nation

(ph) 705-325-3611,1633

(cell)

(fax)

(url) www.ramafirstnation.ca

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of this e-mail.

By submitting your or another individual's personal information to Chippewas of Rama First Nation, its service providers and agents, you agree and confirm your authority from such other individual, to our collection, use and disclosure of such personal information in accordance with our privacy

Please consider the environment before printing this e-mail.

From: Ontario Line < ontarioline@metrolinx.com>

Sent: July 2, 2020 1:00 PM

To: Sharday James < shardayj@ramafirstnation.ca>

Cc: k.a.sandy-mckenzie@rogers.com; Indigenous Relations < Indigenous Relations@metrolinx.com >; James Francis < <u>James.Francis@metrolinx.com</u>>; Rodney Yee < <u>Rodney.Yee@metrolinx.com</u>>; Maria Zintchenko <<u>Maria.Zintchenko@metrolinx.com</u>>; Crystal Ho <<u>Crystal.Ho@metrolinx.com</u>>

Subject: RE: Ontario Line - Draft Environmental Conditions Report

Good afternoon Ms. Sharday James,

This is just a friendly reminder that we are looking for comments be provided for the draft Ontario Line Natural Environment Early Works Report by end of day today, July 2nd. We are also looking for comments to be provided for the draft Ontario Line Early Works Report by end of day tomorrow, July 3rd:

Feel free to contact me if you have any questions.

Thank-you,

Crystal Ho

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



From: Ontario Line

Sent: Friday, June 05, 2020 5:11 PM

To: shardayj@ramafirstnation.ca **Cc:** k.a.sandy-mckenzie@rogers.com; Indigenous Relations; James Francis; Rodney Yee; Maria

Zintchenko

Subject: Ontario Line - Draft Early Works Report

Good afternoon Ms. Sharday James,

As per the document distribution schedule presented in Metrolinx's June 3rd letter, please find the Ontario Line Draft Early Works Report via Dropbox. Any comments on the report are requested by **July 3rd**.

As previously communicated, Metrolinx acknowledges the current climate of uncertainty as

Indigenous communities are impacted by the COVID-19 pandemic. Please let us know if there are any ways that we can make the review process easier or more accommodating during this time.

Please let us know if you have any questions or have trouble accessing the document.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: Ontario Line

Sent: June-04-20 3:59 PM

To: 'shardayj@ramafirstnation.ca' < <u>shardayj@ramafirstnation.ca</u>>

Cc: 'k.a.sandy-mckenzie@rogers.com' < <u>k.a.sandy-mckenzie@rogers.com</u>>; Indigenous Relations < <u>IndigenousRelations@metrolinx.com</u>>; James Francis < <u>James.Francis@metrolinx.com</u>>; Rodney Yee < <u>Rodney.Yee@metrolinx.com</u>>; Maria Zintchenko < <u>Maria.Zintchenko@metrolinx.com</u>>

Subject: Ontario Line - Draft Early Works, Natural Environment Report

Good afternoon Ms. Sharday James,

As discussed in our June 3rd correspondence, Metrolinx would like to share the draft Ontario Line Early Works Natural Environment Report with your community for review. The report may be accessed via Dropbox

We are requesting comments on the report by July 2nd, 2020. However, as mentioned previously, Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: Ontario Line

Sent: June-03-20 12:12 PM

To: 'shardayj@ramafirstnation.ca' < <u>shardayj@ramafirstnation.ca</u>>

Cc: 'k.a.sandy-mckenzie@rogers.com' < <u>k.a.sandy-mckenzie@rogers.com</u>'; Indigenous Relations < <u>IndigenousRelations@metrolinx.com</u>'; James Francis < <u>James.Francis@metrolinx.com</u>'; Rodney Yee < <u>Rodney.Yee@metrolinx.com</u>'; Maria Zintchenko < <u>Maria.Zintchenko@metrolinx.com</u>'

Subject: Ontario Line - Draft Environmental Conditions, Natural Environment Report

Good afternoon Ms. Sharday James,

Please find attached a letter detailing the report distribution schedule for the Ontario Line. The Ontario Line Environmental Conditions Natural Environment Report, discussed in the letter, can be found via the Dropbox link

Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. We recognize that community offices may be closed or have reduced capacity at this time. We are making efforts to ensure that communities can continue to be engaged and included in projects, while balancing the need to adhere to regulatory timelines. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

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

From: <u>Indigenous Relations</u>
To: <u>chief@ramafirstnation.ca</u>

Cc: <u>James Francis</u>; <u>Maria Zintchenko</u>; <u>Laura Witherow</u>; <u>shardayi@ramafirstnation.ca</u>

Subject: Ontario Line Subway Project **Date:** February 12, 2020 1:30:02 PM

Attachments: Ontario Line - Letter Chippewas of Rama First Nation.pdf

image001.png

Good Afternoon.

Metrolinx in partnership with Infrastructure Ontario is proposing to build a 16km subway line in downtown Toronto which will expand and build upon the existing and planned transit network. More details about the project can be accessed here:

I have attached a letter to this email that provides high level details of the project, which has also been sent to you by registered mail.

Metrolinx would appreciate any interest that your First Nation may have in these projects. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have.

I am happy to speak in person or by telephone if you require further information as I hope to make this process as open and respectful for your community.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302



★ METROLINX

Indigenous Communities

• Curve Lake First Nation

From: <u>Indigenous Relations</u>
To: <u>Julie Kapyrka</u>

Cc: Emily Whetung; Jordon MacArthur; Kaitlin Hill; Maria Zintchenko; Merlin Yuen; Rodney Yee; Crystal Ho
Subject: Ontario Line: Final Environmental Conditions Report and Draft Exhibition Station Early Works Report

Date: Monday, November 30, 2020 4:31:22 PM

Attachments: <u>image001.pnq</u>

Dear Julie,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. The purpose of this email is to share the Final Environmental Conditions Report (ECR) and Draft Exhibition Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback.

as well as a letter providing an update on the project along with the reports and overview of the expected environmental impacts and proposed mitigations. We also understand that this project is not within the Williams Treaties territory but that you may have interest.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2R8 437.225.0302



From: Ontario Line

To: "EmilyW@curvelake.ca"

Cc: "JulieK@curvelake.ca"; "KaitlinH@curvelake.ca"; "JordonM@curvelake.ca"; "k.a.sandy-mckenzie@rogers.com";

<u>Indigenous Relations</u>; <u>James Francis</u>; <u>Rodney Yee</u>; <u>Maria Zintchenko</u>

Subject: Ontario Line - Draft Early Works Report **Date:** Friday, June 05, 2020 5:02:00 PM

Good afternoon Chief Emily Whetung,

As per the document distribution schedule presented in Metrolinx's June 3rd letter, please find the Ontario Line Draft Early Works Report . Any comments on the report are requested by **July 3rd**.

As previously communicated, Metrolinx acknowledges the current climate of uncertainty as Indigenous communities are impacted by the COVID-19 pandemic. Please let us know if there are any ways that we can make the review process easier or more accommodating during this time.

Please let us know if you have any questions or have trouble accessing the document.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: Ontario Line

Sent: June-04-20 3:47 PM

To: 'EmilyW@curvelake.ca' <EmilyW@curvelake.ca>

Cc: 'JulieK@curvelake.ca' <JulieK@curvelake.ca>; 'KaitlinH@curvelake.ca' <KaitlinH@curvelake.ca>; 'JordonM@curvelake.ca' <JordonM@curvelake.ca>; 'k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com' <k.a.sandy-mckenzie@rogers.com>; Indigenous Relations <IndigenousRelations@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Rodney Yee <Rodney.Yee@metrolinx.com>; Maria Zintchenko@metrolinx.com>

Subject: Ontario Line - Draft Early Works, Natural Environment Report

Good afternoon Chief Emily Whetung,

As discussed in our June 3rd correspondence, Metrolinx would like to share the draft Ontario Line Early Works Natural Environment Report with your community for review. The report may be accessed via

We are requesting comments on the report by July 2nd, 2020. However, as mentioned previously, Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: Ontario Line

Sent: June-03-20 11:26 AM

To: 'EmilyW@curvelake.ca' < EmilyW@curvelake.ca>

Cc: 'JulieK@curvelake.ca' < <u>JulieK@curvelake.ca</u>'; 'KaitlinH@curvelake.ca' < <u>KaitlinH@curvelake.ca</u>'; 'JordonM@curvelake.ca' < <u>JordonM@curvelake.ca</u>'; 'k.a.sandy-mckenzie@rogers.com' < <u>k.a.sandy-mckenzie@rogers.com</u>'; Indigenous Relations < <u>IndigenousRelations@metrolinx.com</u>'; James Francis < <u>James.Francis@metrolinx.com</u>'; Rodney Yee < <u>Rodney.Yee@metrolinx.com</u>'; Maria Zintchenko < <u>Maria.Zintchenko@metrolinx.com</u>'

Subject: Ontario Line - Draft Environmental Conditions, Natural Environment Report

Good morning Chief Emily Whetung,

Please find attached a letter detailing the report distribution schedule for the Ontario Line. The Ontario Line Environmental Conditions Natural Environment Report, discussed in the letter, can be found via

Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. We recognize that community offices may be closed or have reduced capacity at this time. We are making efforts to ensure that communities can continue to be engaged and included in projects, while balancing the need to adhere to regulatory timelines. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment

Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5

T: 416-202-1812

From: Julie Kapyrka <JulieK@curvelake.ca>

Sent: March-26-20 12:05 PM

To: Merlin Yuen <Merlin.Yuen@metrolinx.com>

Cc: Fallon Melander <Fallon.Melander@metrolinx.com>

Subject: RE: Ontario Line - Stage 1 Archaeological Assessments, Request for Review

Aaniin Merlin,

Please be advised that this project is outside of the Williams Treaties and is located within the territory of the Mississauga of the Credit.

Can you please send us information on projects within Williams Treaties territories.

Miigwech.

All the best,



Dr. Julie Kapyrka
Lands and Resources Consultation Liaison
Curve Lake First Nation
Government Services Building
22 Winookeeda Street, Curve Lake, ON KOL 1RO
P: 705.657.8045 ext 239 F: 705.657.8708
W: www.curvelakefirstnation.ca

E: <u>JulieK@curvelake.ca</u>

From: Merlin Yuen < <u>Merlin.Yuen@metrolinx.com</u>>

Sent: Thursday, March 26, 2020 10:30 AM **To:** Emily Whetung < Emily W@curvelake.ca>

Cc: Julie Kapyrka < <u>JulieK@curvelake.ca</u>>; Kaitlin Hill < <u>KaitlinH@curvelake.ca</u>>; 'k.a.sandy-mckenzie@rogers.com' < <u>k.a.sandy-mckenzie@rogers.com</u>>; James Francis

<<u>James.Francis@metrolinx.com</u>>; Rodney Yee <<u>Rodney.Yee@metrolinx.com</u>>; Indigenous Relations <<u>IndigenousRelations@metrolinx.com</u>>

Subject: Ontario Line - Stage 1 Archaeological Assessments, Request for Review

Good morning Chief Whetung,

Please find attached a letter requesting feedback on the Ontario Line Stage 1 Archaeological Assessments (North, South and West). The draft Stage 1 Archaeological Assessments can be found. We are looking for your community's comments to be provided by end of day, April 24. Please let me know if you have any questions.

Kind Regards,

MERLIN YUEN

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

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

From: <u>Indigenous Relations</u>
To: <u>EmilyW@curvelake.ca</u>

Cc: James Francis; Maria Zintchenko; Laura Witherow; JulieK@curvelake.ca; KaitlinH@curvelake.ca

Subject: Ontario Line Subway Project **Date:** February 12, 2020 1:28:27 PM

Attachments: Ontario Line - Letter Curve Lake First Nation.pdf

image001.png

Good Afternoon.

Metrolinx in partnership with Infrastructure Ontario is proposing to build a 16km subway line in downtown Toronto which will expand and build upon the existing and planned transit network. More details about the project can be accessed here:

I have attached a letter to this email that provides high level details of the project, which has also been sent to you by registered mail.

Metrolinx would appreciate any interest that your First Nation may have in these projects. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have.

I am happy to speak in person or by telephone if you require further information as I hope to make this process as open and respectful for your community.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2R8 437.225.0302



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Indigenous Communities

 Curve Lake First Nation Meeting Materials

Curve Lake First Nation & Metrolinx Meeting

July 15, 2020

Indigenous Relations @ Metrolinx

INDIGENOUS RELATIONS AT METROLINX

- Commitment to building positive and meaningful relationships with Indigenous Peoples, communities and customers
- Established an Indigenous Relations Office (2019) which will guide Metrolinx through the implementation of an **Indigenous Relations Action Plan** that focuses on:
 - Cultivating Relationships
 - Tailored engagement and meaningful relations
 - Support Business and Corporate Objectives
 - Identify business efficiencies and develop KPIs to ensure transparent, timely and accountable actions
 - Facilitating Awareness and Supporting Inclusion

INDIGENOUS RELATIONS OFFICE

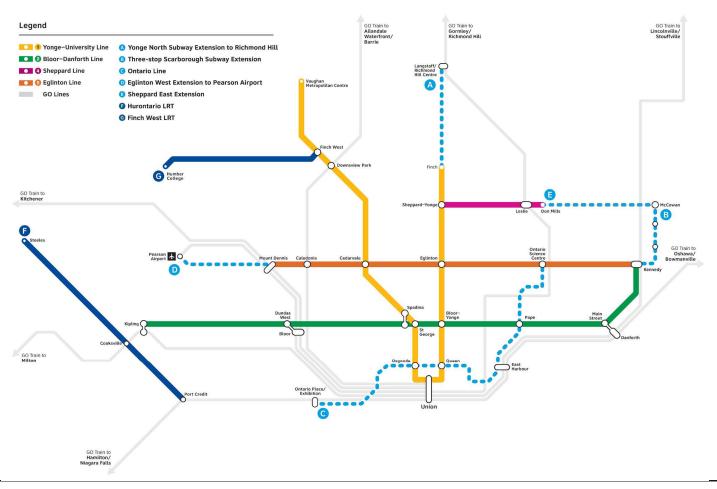
- Provide guidance and support for the development and implementation of organizational-wide policies, processes, and engagement with Indigenous communities, businesses, employees, and customers
- Staffed by Manager, Senior Advisor and Indigenous Relations Specialist

∠ METROLINX

CURVE LAKE MEETING - JULY 2020

Subway Program

ONTARIO'S SUBWAY PLAN FOR THE GTHA



METROLINX - THE SUBWAY PROGRAM

Metrolinx and its partners are delivering on a bold, forward-looking transportation plan. The goals of the 2041 Regional Transportation Plan (RTP) are to create strong connections, complete travel experiences and sustainable communities. The Subway Program is a key component of this plan.

The Subway Program consists of four (4) transit projects:

The Ontario Line



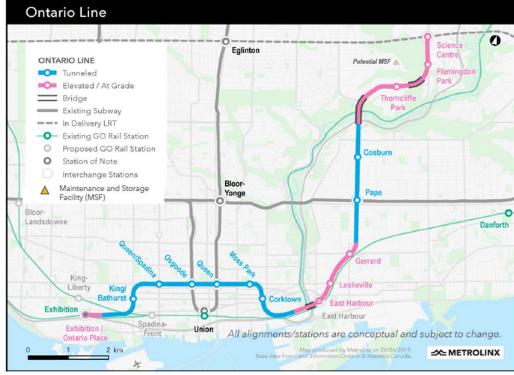
Metrolinx is the sole proponent of all four (4) projects.

Ontario Line

What is the Ontario Line?

The Ontario Line will make it faster and easier for hundreds of thousands of people to get where they need to be each day, whether they ride the line or not. It will be more than just a subway to alleviate crowding on TTC Line 1 - it will be a link to communities across Toronto. From east to west, north to south, from Ontario Place to the Ontario Science Centre, there's never been a connection in the heart of the city like this one will be. Getting downtown from previously underserved areas such as Thorncliffe Park and Flemingdon Park will be a breeze, travel times across the city will be shorter and trains will arrive more frequently. When every minute counts, getting this time back will free up time in people's schedules for the things that matter.

Number of proposed stations	15
Number of connections to other transit options	 17 3 GO lines 4 connections to Line 1, 2 and 5 (Eglinton Crosstown) 10 connections to King, Queen, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcars
Approximate number of route kilometres	15.5 km
Ridership	389,000 daily boardings
Frequency	As frequent as every 90 seconds
Access to transit	154,000 more people within walking distance to transit
Access to jobs	53,000 more jobs accessible in 45 minutes or less for Toronto residents

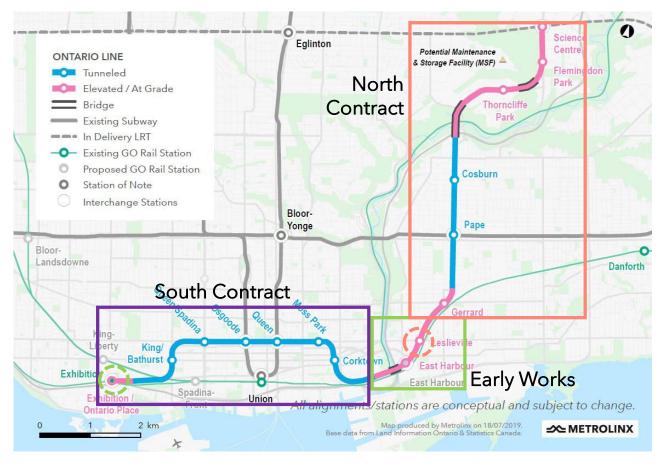


PROJECT STATUS UPDATE

- Planning for the project continues, including surveying and geotechnical investigation, to further refine the design and engineering options.
- Environmental investigations are underway, including studies on noise and vibration for joint corridor
- Further information, including more details about the alignment and stations as well as initial environmental reports, will be available in the summer. Public engagement will be held online.
- Pending procurement decisions and final environmental reports, Early Works in the joint corridor are anticipated to begin in 2021.

✓ METROLINX

ONTARIO LINE PROCUREMENT PACKAGES



First two Ontario Line Request for Qualifications released in early June.

Request for Proposals are anticipated to be released in the Fall.

Three main procurement packages: North, South and the Rolling Stock, Systems, Operations and Maintenance Contract.

In addition to the three main P3 contracts, there will also be a series of Early Works projects for bridge, track and other preparatory activities to help advance the delivery of the Ontario Line.

REPORTS SENT TO CURVE LAKE FIRST NATION

Ontario Line Project				
Report Type	Emailed on	Feedback requested by	Comments	Link
Stage 1 AA	March 26 th , 2020	April 24 th , 2020	March 26, 2020: Curve Lake noted that the project is outside of the Williams Treaties and is located in the territory of the Mississaugas of the Credit. Request for information for projects within the Williams Treaties territories.	· ·
Draft Environmental Conditions Report	June 15 th , 2020	July 10 th , 2020		Link to Report
Draft Early Works Report	June 5 th , 2020	July 3 rd , 2020	Can accept comments after July 3 rd , will be noted in the project consultation record and will be considered in project planning	
Draft Early Works, Natural Environment Report	l June 4 th , 2020	July 2 nd , 2020	Can accept comments after July 3rd, will be noted in the project consultation record and will be considered in project planning	·
Draft Environmental Conditions, Natural Environment Report	June 3 rd , 2020 	June 30 th , 2020	Can accept comments after July 3rd, will be noted in the project consultation record and will be considered in project planning	•

★ METROLINX

Indigenous Communities

• Haudenosaunee Confederacy Chiefs Council

From: <u>Indigenous Relations</u>

To: <u>HDI</u>

Cc: Wayne Hill; Maria Zintchenko; Rodney Yee; Merlin Yuen; Crystal Ho

Subject: Ontario Line: Final Environmental Conditions Report and Draft Exhibition Station Early Works Report

Date: Monday, November 30, 2020 4:35:10 PM

Attachments: Attachment 1.pdf

Attachment 3.pdf Attachment 3.pdf Attachment 4.pdf

OL FinalECR DraftEWRExh Letter of Notice-HCCC.pdf

image002.png

Dear Ms. General,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to share the Final Environmental Conditions Report (ECR) and Draft Exhibition Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you. Attachment 4 speaks to Archaeology.

We kindly ask that your provide any comments no later than **January 5**, **2021**.

The reports are available at the following links:

- Draft Exhibition Station Early Works Report:
- Final Environmental Conditions Report:

We appreciate the volume of documents that Metrolinx has shared with your Nation. We are happy to set up a meeting to guide you through the reports and to answer any questions. If you have any concerns, please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2R8 437.225.0302



Date: 11-30-2020

Metrolina

Ontario Line Exhibition Station Early Works – Draft Early Works Report

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	Potential for the disturbance of unassessed or undocumented archaeological resources not previously identified.	 Areas identified as retaining archaeological potential in the Exhibition Station Early Works Project Footprint, as per the Ontario Line West Stage 1 Archaeological Assessment Report (AECOM, 2020d), are shown in Figure 5-16, and include the following. Should ground disturbing activities be planned within these areas, a Stage 2 archaeological assessment must be completed prior to any ground disturbing activities. A portion of the Exhibition Station Early Works Project Footprint between the rail corridor and Gardiner Expressway retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto. Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to any ground disturbing activities as a result of construction commencement. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. The goal is to endeavour to conserve significant archaeological resources in their original location through documentation, protection, and avoidance of impacts. However, where activities could disturb significant archaeological resources or areas of archaeological potential, Metrolinx will take appropriate measures to mitigate impacts where further archaeological work is required within the Exhibition Station Early Works Project Footprint. An invitation for Indigenous communities to participate in monitoring requirements for any subsequent archaeological work is recommended. All future Stage 2 archaeological assessment findings will be shared with the Indigenous communities that were engaged d	None identified.
Archaeological Resources	 Potential recovery of unexpected archaeological resources during construction. 	Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous communities will be initiated in the event that archaeological resources or human remains are discovered.	 None identified.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities - Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	 No potential impacts as there are no Designated Natural Areas within 120 metres of the Exhibition Station Early Works Project Footprint 	None required.	None required.
Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area	No potential impacts as there are no City of Toronto policy areas within the Exhibition Station Early Works Project Footprint	None required.	None required.
Policy Areas – Toronto and Region Conservation Authority Regulated Areas	No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Exhibition Station Early Works Project Footprint	None required.	None required.
Vegetation Communities	 Removal of vegetation communities Damage to adjacent vegetation or Ecological Land Classification communities as a result of accidental intrusion 	 Vegetation removal will be kept to a minimum and limited to within the construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx's Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	City and private tree removal	 An Arborist Report prepared by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Exhibition Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. 	 Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		 Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	
Vegetation Communities	 Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use Introduction or spread of Invasive Species. 	 A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. All machinery, construction equipment and vehicles arriving on site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013) prior to arriving and leaving the construction site in order to prevent the spread of invasive species to other locations. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.
Wildlife and Wildlife Habitat – General	Disturbance, displacement or mortality of wildlife	 Prior to construction, investigation of the Exhibition Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. A qualified Biologist will be contacted to define the appropriate buffer required from wildlife. 	 On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Significant Wildlife Habitat: Common Nighthawk	 Removal of candidate nesting habitat for Common Nighthawk 	 Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	 Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

Metrolinx

Ontario Line Exhibition Station Early Works – Draft Early Works Report

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Migratory Breeding Birds and Nests	 Disturbance or destruction of migratory bird nests 	 All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	 Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Species at Risk – General	 Habitat loss, disturbance and/or mortality to Species at Risk 	 All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of the Environment, Conservation and Parks. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Aquatic Environment – Wetlands and Waterbodies	 No potential impacts as there are no wetlands or waterbodies present 	None required.	None required.
Aquatic Environment – Fish and Fish Habitat	 No potential impacts as there is no fish or fish habitat present 	None required.	None required.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time.

If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

From: <u>Indigenous Relations</u>
To: <u>hdi2@bellnet.ca</u>

Cc: Wayne Hill; James Francis; Maria Zintchenko; Laura Witherow

Subject: Ontario Line Project

Date: Thursday, July 30, 2020 9:38:43 AM

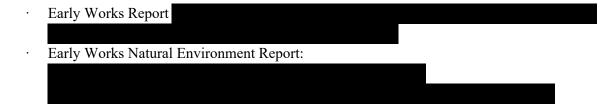
Attachments: <u>image001.png</u>

Ontario Line Project Introduction HCCC.pdf

Good Morning Ms. General,

Metrolinx in partnership with Infrastructure Ontario is proposing to build a 16km subway line in downtown Toronto which will expand and build upon the existing and planned transit network. I have attached a letter to this email that provides high level details of the project.

As detailed within the letter, Early Works Reports are available for your review at the following links:



If you have any comments on these reports, please share them by August 31, 2020.

Metrolinx would appreciate any interest that your First Nation may have in this project and would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have.

I am happy to speak in person or by telephone if you require further information as I hope to make this process as open and respectful for your community.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander Manager, Indigenous Relations Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2R8 437.225.0302



★ METROLINX

Indigenous Communities

• Hiawatha First Nation

From: <u>Indigenous Relations</u>
To: <u>chiefcarr@hiawathafn.ca</u>

Cc: tcowie@hiawathafn.ca; sdavison@hiawathafn.ca; k.a.sandy-mckenzie@rogers.com; Maria Zintchenko; Merlin

Yuen; Rodney Yee; Crystal Ho

Subject: Ontario Line: Final Environmental Conditions Report and Draft Exhibition Station Early Works Report

Date: Monday, November 30, 2020 4:14:48 PM

Attachments: <u>Attachment 1.pdf</u>

Attachment 2.pdf Attachment 3.pdf Attachment 4.pdf

OL FinalECR DraftEWRExh Letter of Notice-HFN.pdf

image002.png

Dear Chief Carr,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to share the Final Environmental Conditions Report (ECR) and Draft Exhibition Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you. We also understand that this project is not within the Williams Treaties territory but that you may have interest.

We kindly ask that your provide any comments no later than **January 5**, **2021**.

The reports are available at the following links:

- Draft Exhibition Station Early Works Report:
- Final Environmental Conditions Report:

We appreciate the volume of documents that Metrolinx has shared with your Nation. We are happy to set up a meeting to guide you through the reports and to answer any questions. If you have any concerns, please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2R8 437.225.0302



Date: 11-30-2020

Metrolina

Ontario Line Exhibition Station Early Works – Draft Early Works Report

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	Potential for the disturbance of unassessed or undocumented archaeological resources not previously identified.	 Areas identified as retaining archaeological potential in the Exhibition Station Early Works Project Footprint, as per the Ontario Line West Stage 1 Archaeological Assessment Report (AECOM, 2020d), are shown in Figure 5-16, and include the following. Should ground disturbing activities be planned within these areas, a Stage 2 archaeological assessment must be completed prior to any ground disturbing activities. A portion of the Exhibition Station Early Works Project Footprint between the rail corridor and Gardiner Expressway retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto. Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to any ground disturbing activities as a result of construction commencement. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. The goal is to endeavour to conserve significant archaeological resources in their original location through documentation, protection, and avoidance of impacts. However, where activities could disturb significant archaeological resources or areas of archaeological potential, Metrolinx will take appropriate measures to mitigate impacts where further archaeological work is required within the Exhibition Station Early Works Project Footprint. An invitation for Indigenous communities to participate in monitoring requirements for any subsequent archaeological work is recommended. All future Stage 2 archaeological assessment findings will be shared with the Indigenous communities that were engaged during the Stage 1 archaeological assessm	None identified.
Archaeological Resources	 Potential recovery of unexpected archaeological resources during construction. 	Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous communities will be initiated in the event that archaeological resources or human remains are discovered.	None identified.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities - Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	 No potential impacts as there are no Designated Natural Areas within 120 metres of the Exhibition Station Early Works Project Footprint 	None required.	None required.
Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area	 No potential impacts as there are no City of Toronto policy areas within the Exhibition Station Early Works Project Footprint 	None required.	None required.
Policy Areas – Toronto and Region Conservation Authority Regulated Areas	 No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Exhibition Station Early Works Project Footprint 	None required.	None required.
Vegetation Communities	 Removal of vegetation communities Damage to adjacent vegetation or Ecological Land Classification communities as a result of accidental intrusion 	 Vegetation removal will be kept to a minimum and limited to within the construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx's Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	 City and private tree removal 	 An Arborist Report prepared by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Exhibition Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. 	 Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		 Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	
Vegetation Communities	 Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use Introduction or spread of Invasive Species. 	 A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. All machinery, construction equipment and vehicles arriving on site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013) prior to arriving and leaving the construction site in order to prevent the spread of invasive species to other locations. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.
Wildlife and Wildlife Habitat – General	Disturbance, displacement or mortality of wildlife	 Prior to construction, investigation of the Exhibition Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. A qualified Biologist will be contacted to define the appropriate buffer required from wildlife. 	 On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Significant Wildlife Habitat: Common Nighthawk	 Removal of candidate nesting habitat for Common Nighthawk 	 Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	 Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

Metrolinx

Ontario Line Exhibition Station Early Works – Draft Early Works Report

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Migratory Breeding Birds and Nests	 Disturbance or destruction of migratory bird nests 	 All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	 Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Species at Risk – General	 Habitat loss, disturbance and/or mortality to Species at Risk 	 All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of the Environment, Conservation and Parks. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Aquatic Environment – Wetlands and Waterbodies	 No potential impacts as there are no wetlands or waterbodies present 	None required.	None required.
Aquatic Environment – Fish and Fish Habitat	 No potential impacts as there is no fish or fish habitat present 	None required.	None required.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time.

If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

From: Ontario Line

To: <u>"chiefcarr@hiawathafn.ca"</u>

Cc: "tcowie@hiawathafn.ca"; "sdavison@hiawathafn.ca"; "k.a.sandy-mckenzie@rogers.com"; Indigenous Relations;

James Francis, Rodney Yee, Maria Zintchenko, Crystal Ho

Subject: RE: Ontario Line - Draft Environmental Conditions Report

Date: Thursday, July 02, 2020 1:05:00 PM

Attachments: <u>image001.png</u>

Good afternoon Chief Laurie Carr,

This is just a friendly reminder that we are looking for comments be provided for the draft Ontario Line Natural Environment Early Works Report by end of day today, July 2nd. We are also looking for comments to be provided for the draft Ontario Line Early Works Report by end of day tomorrow, July 3rd:

Feel free to contact me if you have any questions.

Thank-you,

Crystal Ho

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





From: Ontario Line

Sent: Friday, June 05, 2020 5:06 PM

To: chiefcarr@hiawathafn.ca

Cc: tcowie@hiawathafn.ca; sdavison@hiawathafn.ca; k.a.sandy-mckenzie@rogers.com; Indigenous

Relations; James Francis; Rodney Yee; Maria Zintchenko **Subject:** Ontario Line - Draft Early Works Report

Good afternoon Chief Laurie Carr,

As per the document distribution schedule presented in Metrolinx's June 3rd letter, please find the Ontario Line Draft Early Works Report via Dropbox. Any comments on the report are requested by **July 3rd**.

As previously communicated, Metrolinx acknowledges the current climate of uncertainty as Indigenous communities are impacted by the COVID-19 pandemic. Please let us know if there are any ways that we can make the review process easier or more accommodating during this time.

Please let us know if you have any questions or have trouble accessing the document.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: Ontario Line

Sent: June-04-20 3:53 PM

To: 'chiefcarr@hiawathafn.ca' < chiefcarr@hiawathafn.ca

Cc: 'tcowie@hiawathafn.ca' <<u>tcowie@hiawathafn.ca</u>>; 'sdavison@hiawathafn.ca'

<<u>sdavison@hiawathafn.ca</u>>; 'k.a.sandy-mckenzie@rogers.com' <<u>k.a.sandy-mckenzie@rogers.com</u>>; Indigenous Relations <<u>IndigenousRelations@metrolinx.com</u>>; James Francis

 $<\underline{\text{James.Francis@metrolinx.com}}; \ \text{Rodney.Yee@metrolinx.com} >; \ \text{Maria Zintchenko}$

<Maria.Zintchenko@metrolinx.com>

Subject: Ontario Line - Draft Early Works, Natural Environment Report

Good afternoon Chief Laurie Carr,

As discussed in our June 3rd correspondence, Metrolinx would like to share the draft Ontario Line Early Works Natural Environment Report with your community for review. The report may be accessed via Dropbox

We are requesting comments on the report by July 2nd, 2020. However, as mentioned previously, Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: <u>Indigenous Relations</u>

To: <u>Sean Davison</u>; <u>Chief Laurie Carr</u>

Cc: <u>James Francis</u>; <u>Maria Zintchenko</u>; <u>Laura Witherow</u>; <u>Tom Cowie</u>; <u>Trisha Shearer</u>

Subject: RE: Ontario Line Subway Project **Date:** February 13, 2020 10:17:42 AM

Attachments: <u>image001.png</u>

image002.png

Thank you Sean.

I am happy to continue to keep you informed of the project and updates.

Miigwetch,

Fallon

From: Sean Davison [mailto:sdavison@hiawathafn.ca]

Sent: February-13-20 10:15 AM

To: Indigenous Relations; Chief Laurie Carr

Cc: James Francis; Maria Zintchenko; Laura Witherow; Tom Cowie; Trisha Shearer

Subject: RE: Ontario Line Subway Project

Thank you for the email Fallon

Although no questions or concerns come to mind at this time, Hiawatha First Nation would still appreciate being kept in the loop as your project continues.

Thank you;

Sean Davison

Community Consultation Worker 123 Paudash St. Hiawatha First Nation, ON, K9J 0E6 P: 705-295-4421

F: 705-295-4424



"We, the Mississaugi of Hiawatha First Nation, are a vibrant, proud, independent and healthy people balanced in the richness of our culture and traditional way of life".

From: Indigenous Relations < Indigenous Relations@metrolinx.com>

Sent: Wednesday, February 12, 2020 1:26 PM **To:** Chief Laurie Carr <chiefcarr@hiawathafn.ca>

Cc: James Francis < James.Francis@metrolinx.com>; Maria Zintchenko

<Maria.Zintchenko@metrolinx.com>; Laura Witherow <Laura.Witherow@metrolinx.com>; Tom

Cowie <tcowie@hiawathafn.ca>; Sean Davison <sdavison@hiawathafn.ca>

Subject: Ontario Line Subway Project

Good Afternoon,

Metrolinx in partnership with Infrastructure Ontario is proposing to build a 16km subway line in downtown Toronto which will expand and build upon the existing and planned transit network. More details about the project can be accessed here:

I have attached a letter to this email that provides high level details of the project, which has also been sent to you by registered mail.

Metrolinx would appreciate any interest that your First Nation may have in these projects. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have.

I am happy to speak in person or by telephone if you require further information as I hope to make this process as open and respectful for your community.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302



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★ METROLINX

Indigenous Communities

• Huron-Wendat Nation

From: <u>Maxime Picard</u>
To: <u>Indigenous Relations</u>

Cc: <u>Maria Zintchenko</u>; <u>Rodney Yee</u>; <u>Merlin Yuen</u>; <u>Crystal Ho</u>

Subject: Re: Ontario Line: Final Environmental Conditions Report and Draft Exhibition Station Early Works Report

Date: Tuesday, December 01, 2020 8:20:00 AM

Attachments: <u>image001.png</u>

Good morning Fallon,

Thanks for the notice and information.

We will review and let you know if we have any particular comments.

Regards,

Maxime



De: "Indigenous Relations" < Indigenous Relations@metrolinx.com>

A: "Maxime Picard" <maxime.picard@cnhw.qc.ca>

Cc: "Maria Zintchenko" <Maria.Zintchenko@metrolinx.com>, "Rodney Yee" <Rodney.Yee@metrolinx.com>, "Merlin Yuen" <Merlin.Yuen@metrolinx.com>, "Crystal Ho" <Crystal.Ho@metrolinx.com>

Envoyé: Lundi 30 Novembre 2020 16:37:25

Objet: Ontario Line: Final Environmental Conditions Report and Draft Exhibition Station Early Works Report

Dear Maxime,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to share the Final Environmental Conditions Report (ECR) and Draft Exhibition Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you. Attachment 4 speaks to Archaeology and we will share reports

We kindly ask that your provide any comments no later than **January 5**, **2021**.

The reports are available at the following links:

•	Draft	Exhibition	Station	Early	Works	Report:
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•	Final	Environmenta	Conc	litions	Report:
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We appreciate the volume of documents that Metrolinx has shared with your Nation. We are happy to set up a meeting to guide you through the reports and to answer any questions. If you have any concerns, please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2R8 437.225.0302



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

Date: 12-01-2020

Metrolina

Ontario Line Exhibition Station Early Works – Draft Early Works Report

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
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Archaeological Resources	 Potential recovery of unexpected archaeological resources during construction. 	Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous communities will be initiated in the event that archaeological resources or human remains are discovered.	None identified.

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Vegetation Communities	 Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use Introduction or spread of Invasive Species. 	 A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. All machinery, construction equipment and vehicles arriving on site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013) prior to arriving and leaving the construction site in order to prevent the spread of invasive species to other locations. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.
Wildlife and Wildlife Habitat – General	Disturbance, displacement or mortality of wildlife	 Prior to construction, investigation of the Exhibition Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. A qualified Biologist will be contacted to define the appropriate buffer required from wildlife. 	 On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Significant Wildlife Habitat: Common Nighthawk	 Removal of candidate nesting habitat for Common Nighthawk 	 Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	 Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

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Ontario Line Exhibition Station Early Works – Draft Early Works Report

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Migratory Breeding Birds and Nests	 Disturbance or destruction of migratory bird nests 	 All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	 Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Species at Risk – General	 Habitat loss, disturbance and/or mortality to Species at Risk 	 All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of the Environment, Conservation and Parks. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Aquatic Environment – Wetlands and Waterbodies	 No potential impacts as there are no wetlands or waterbodies present 	None required.	None required.
Aquatic Environment – Fish and Fish Habitat	 No potential impacts as there is no fish or fish habitat present 	None required.	None required.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time.

If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

From: Fallon Melander Sent: July-02-20 1:25 PM To: 'Maxime Picard' Cc: Indigenous Relations

Subject: Ontario Line Natural Environment Early Works Report Comments - Reminder Email

Hi Maxime,

This is just a friendly reminder that we are looking for comments be provided for the draft Ontario Line Natural Environment Early Works Report by end of day today, July 2nd. We are also looking for comments to be provided for the draft Ontario Line Early Works Report by end of day tomorrow, July 3rd:

Feel free to contact me if you have any questions.

Miigwetch,

Fallon

From: Indigenous Relations
Sent: June-10-20 2:30 PM
To: Maxime Picard
Cc: Indigenous Relations

Subject: RE: Ontario Line Draft Early Works Report

Not a problem!

From: Maxime Picard [mailto:maxime.picard@cnhw.qc.ca]

Sent: June-10-20 2:29 PM **To:** Indigenous Relations

Subject: Re: Ontario Line Draft Early Works Report

Thanks Fallon.



De: "Indigenous Relations" < Indigenous Relations@metrolinx.com>

À: "Maxime Picard" <maxime.picard@cnhw.qc.ca>

Cc: "Indigenous Relations" < Indigenous Relations@metrolinx.com>

Envoyé: Mercredi 10 Juin 2020 14:24:22 **Objet:** Ontario Line Draft Early Works Report

Hi Maxime,
I hope you are well and enjoying the beautiful weather. As I follow up to my email and letter last week sent to you on June 4 th please find the Ontario Line Draft Early Works Report via Dropbox.
We are requesting comments on the report by July 2 nd , 2020 if possible,

Miigwetch,

Fallon

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

From: Fallon Melander **Sent:** June-05-20 2:20 PM To: Maxime Picard **Cc:** Indigenous Relations Subject: Ontario Line Draft Natural Environment Reports - Early Works Hi Maxime, As I follow up to my email and letter yesterday I have included the Ontario Line Early Works Natural Environment Report for your review. The report may be accessed via Dropbox We are requesting comments on the report by July 2nd, 2020 if possible, Miigwetch, Fallon From: Fallon Melander Sent: June-04-20 11:04 AM To: 'Maxime Picard' **Cc:** Indigenous Relations Subject: Ontario Line Draft Natural Environment Reports Morning Maxime, I have attached a letter for the Ontario Line Draft Existing Conditions Natural Environment Reports. The reports can be can be found via the Dropbox link. This does not include archaeological assessments, as you have reviewed the ones to date. Please let us know if you would like to review these or if you have any questions or concerns. Miigwetch, Fallon

Fallon Melander

Manager, Indigenous Relations Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2R8 437.225.0302 From: <u>Indigenous Relations</u>
To: <u>Maxime Picard</u>

Cc: <u>James Francis; Maria Zintchenko; Laura Witherow; melanievincent21@yahoo.ca</u>

Subject: RE: Ontario Line Subway Project **Date:** February 13, 2020 10:34:37 AM

Attachments: <u>image001.jpg</u>

image002.png

HI Maxime,

Not a problem. We will have it to you by tomorrow at the latest.

Miigwetch

Fallon

From: Maxime Picard [mailto:maxime.picard@cnhw.qc.ca]

Sent: February-12-20 2:27 PM **To:** Indigenous Relations

Cc: James Francis; Maria Zintchenko; Laura Witherow; melanievincent21@yahoo.ca

Subject: RE: Ontario Line Subway Project

Good afternon Fallon,

Thanks for the information on the New Ontario Line Subway Project.

In order for us to star our analysis could you please provide us with the GIS shapefiles of the study area?

Best regards,

Maxime

From: <u>Indigenous Relations</u>
To: <u>Maxime Picard</u>

Cc: <u>James Francis</u>; <u>Maria Zintchenko</u>; <u>Laura Witherow</u>

Subject: Ontario Line Subway Project **Date:** February 12, 2020 1:43:02 PM

Attachments: Ontario Line - Letter HuronWendat Nation.pdf

image001.png

Good Afternoon Maxime,

As mentioned in a phone call and email to you Metrolinx, in partnership with Infrastructure Ontario is proposing to build a 16km subway line in downtown Toronto which will expand and build upon the existing and planned transit network. More details about the project can be accessed here:

I have attached a letter to this email that provides high level details of the project, which has also been sent to you by registered mail.

I am happy to speak in person or by telephone if you require further information as I hope to make this process as open and respectful for your community by following our engagement protocol.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302



★ METROLINX

Indigenous Communities

 Huron-Wendat Nation Meeting Materials

Huron-Wendat Nation Meeting

Overview of Metrolinx Projects 2019

November 13, 2019

Ontario Line Overview

November, 2019





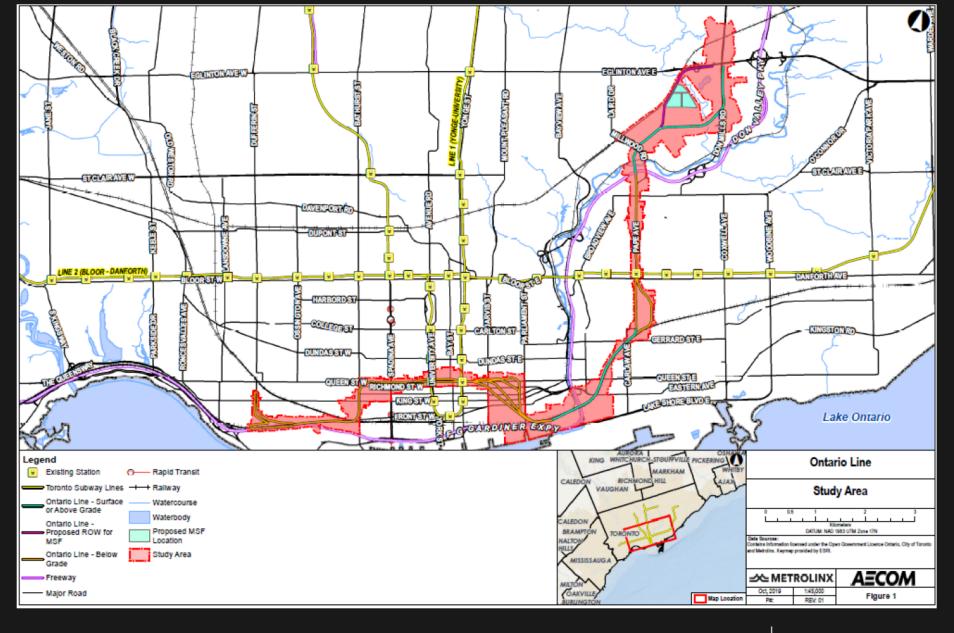


Project Background

- The Ontario Line is an approximately 16km free-standing subway, connecting Ontario Place/Exhibition through downtown Toronto to the Ontario Science Centre. This new line is part of the Province's directive that Metrolinx and Infrastructure Ontario lead the way in building more subways for the region.
- It features 15 potential stations, including six interchange stations adding 17 new connections to GO Transit, existing subways and surface transit.
- An Initial Business Case (IBC) was completed and released in July 2019.
 Metrolinx and Infrastructure Ontario continue to work with the City of Toronto to advance a Preliminary Design Business Case that will bring greater definition to the design, cost, and benefits of the project.



Ontario Line Study Area





Upcoming Reports/Next Steps

Notification of project to Indigenous Communities and the Public

November 2019

Public Drop-In Information Sessions:

Thursday, December 5th Ontario Science Centre Telus Room 770 Don Mills Road North York, ON Monday, December 9th Metropolitan Community Church of Toronto Social Hall 15 Simpson Avenue Toronto, ON Tuesday, December 10th Ryerson University Tecumseh Auditorium 55 Gould Street Toronto, ON Wednesday, December 11th Exhibition Place Beanfield Centre 201 ABC 105 Princes' Boulevard Toronto, ON

Stage 1 Archaeological Assessment

- Site inspections begin early November 2019
- Draft baseline conditions report in May 2020



Metrolinx Contacts

Communications

Nicole Lippa
Manager, Communications & Public Engagement
nicole.lippa@metrolinx.com

Environmental Programs & Assessments (EPA)

Main Project Contact:

Laura Witherow
Project Coordinator, EPA
laura.witherow@metrolinx.com

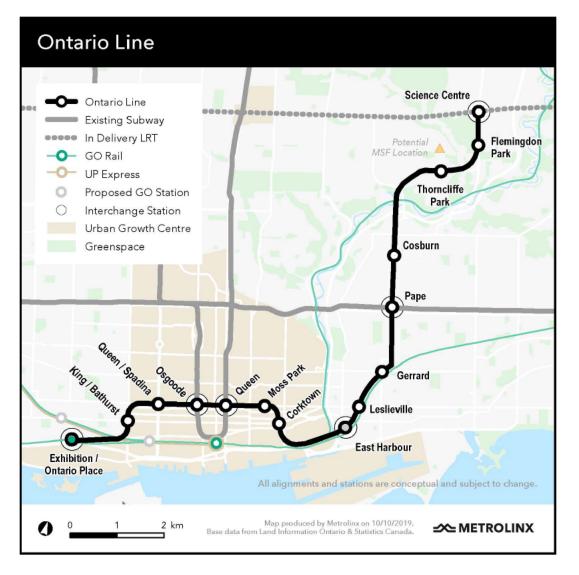
James Francis Manager, EPA <u>james.francis@metrolinx.com</u>

Maria Zintchenko Project Manager, EPA maria.zintchenko@metrolinx.com

Rodney Yee Project Manager, EPA <u>rodney.yee@metrolinx.com</u> Merlin Yuen Project Coordinator, EPA <u>merlin.yuen@metrolinx.com</u>



ONTARIO LINE - SCOPE & STATUS



- The Ontario Line is an approximately 16 km new subway line, connecting Ontario Place/Exhibition through downtown Toronto to the Ontario Science Centre
- It features 15 potential stations, including six (6) interchange stations adding 17 new connections to GO Transit, existing subways and surface transit

ONTARIO LINE - PROJECTED SCHEDULE

July 2019

 Initial Business Case (IBC) was completed and released

Ongoing

- Metrolinx and Infrastructure Ontario continue to advance the Preliminary Design Business Case that will bring greater definition to the design, cost, and benefits of the project
- Baseline Conditions studies

Q4 2019 - Q1 2020

Public Engagement Opportunities anticipated

Q2 2020

 Completion of Baseline Conditions studies anticipated

ONTARIO LINE - ARCHAEOLOGY ASSESSMENTS

<u>Scope</u>

Stage 1 Archaeological Assessments

Schedule

- Fall 2019 site inspections begin
- Q1-Q2 2020 baseline conditions report

ONTARIO LINE - NATURAL ENVIRONMENTASSESSMENTS

<u>Scope</u>

- Natural Environment investigations
 - ELC Surveys and Plant Lists
 - Fish habitat assessments at proposed water crossing locations
 - SOCC/SAR habitat potential screening via combination of field investigations and desktop review of aerial imagery

Schedule

- Fall 2019 field work ongoing
- Q1- Q2 2020 fieldwork is complete
- Q2 2020 baseline conditions report

ONTARIO LINE - NEXT STEPS

- Q4 2019 Q1 2020 Public engagement opportunities
- Q2 2020 Baseline conditions studies completion

ONTARIO LINE - KEY PROJECT CONTACTS

Environmental Programs & Assessments (EPA)

Main Project Contact:

Laura Witherow
Project Coordinator, EPA
<u>laura.witherow@metrolinx.com</u>

James Francis Manager, EPA james.francis@metrolinx.com

Project Manager, EPA maria.zintchenko@metrolinx.com

Rodney Yee Project Manager, EPA rodnev.vee@metrolinx.com Merlin Yuen
Project Coordinator, EPA
merlin.yuen@metrolinx.com

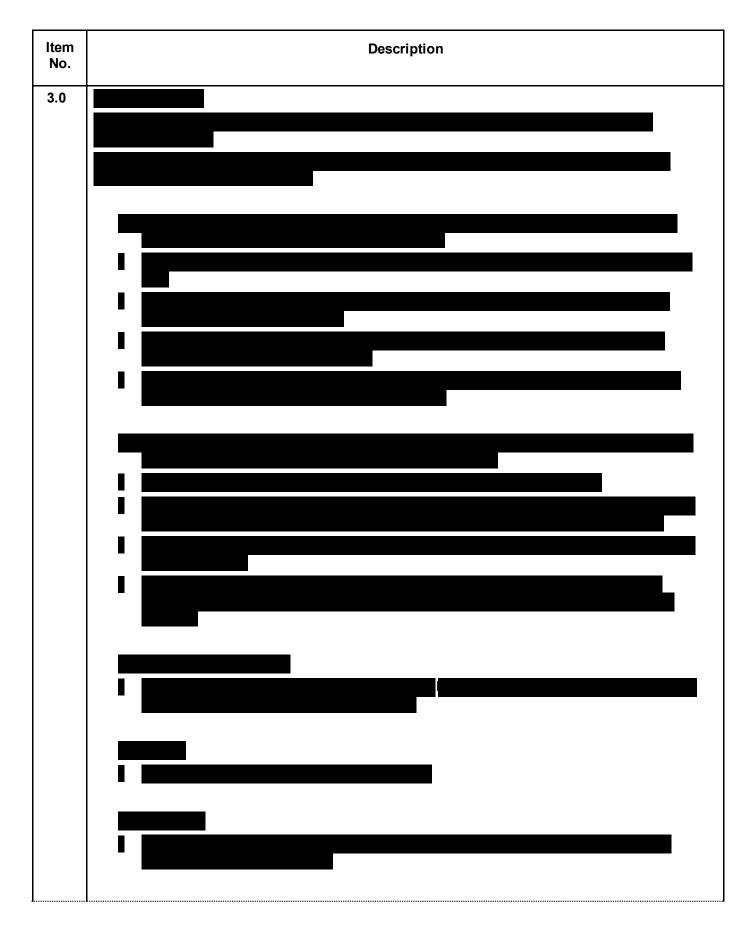


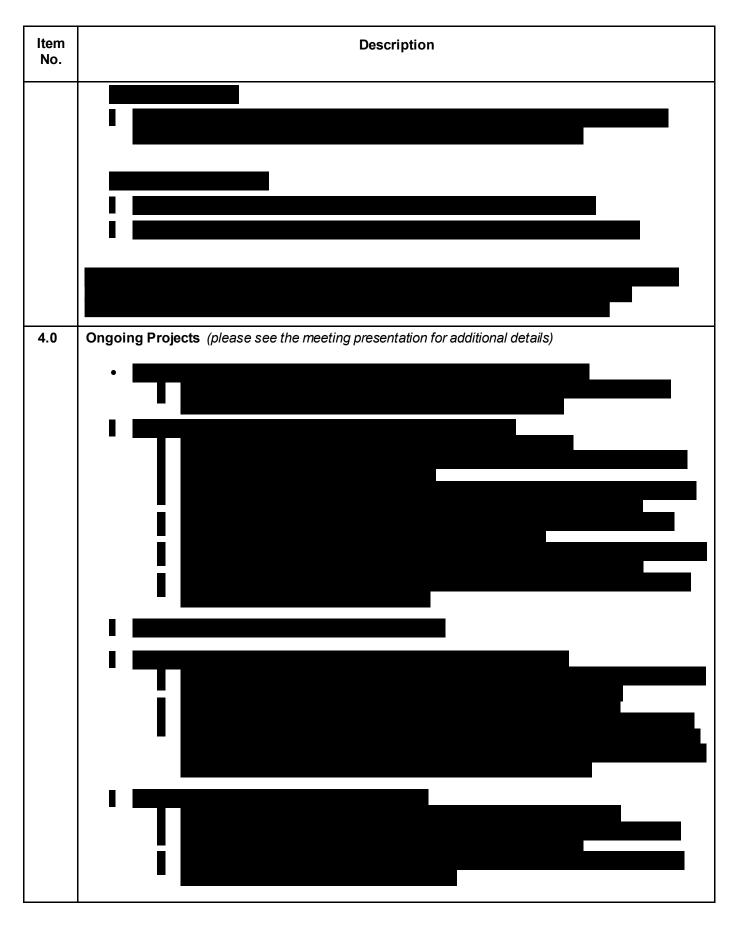
HURON-WENDAT NATION ANNUAL MEETING REGARDING METROLINX PROJECTS

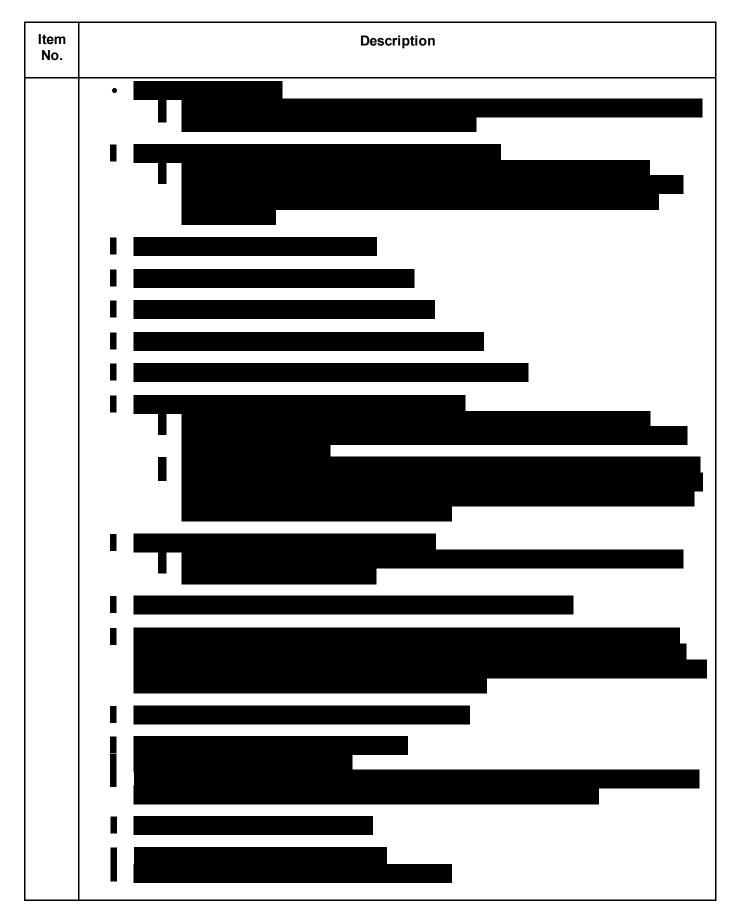
MEETING DATE:	November 13, 2019		
TIME:	9:00am – 12:00 pm		
LOCATION:	10 Bay St., Toronto,	NC	
PRESENT:	Mélanie Vincent	Huron-Wendat Nation	melanievincent21@yahoo.ca
	Maxime Picard	Huron-Wendat Nation	maxime.picard@cnhw.qc.ca
	Louis Lesage	Huron-Wendat Nation	louis.lesage@cnhw.qc.ca
	Katie Bright	Metrolinx	katie.bright@metrolinx.com
	Fallon Melander	Metrolinx	fallon.melander@metrolinx.com
	Chris Uchiyama	Metrolinx (consultant & licensed archaeologist)	chris.uchiyama@jacobs.com
	Jamie Robinson	Metrolinx	Jamie.robinson@metrolinx.com
REGRETS:	Trevor Geach	Metrolinx	trevor.geach@metrolinx.com
	Jason Ryan	Metrolinx	jason.ryan@metrolinx.com
DISTRIBUTION:	All listed		

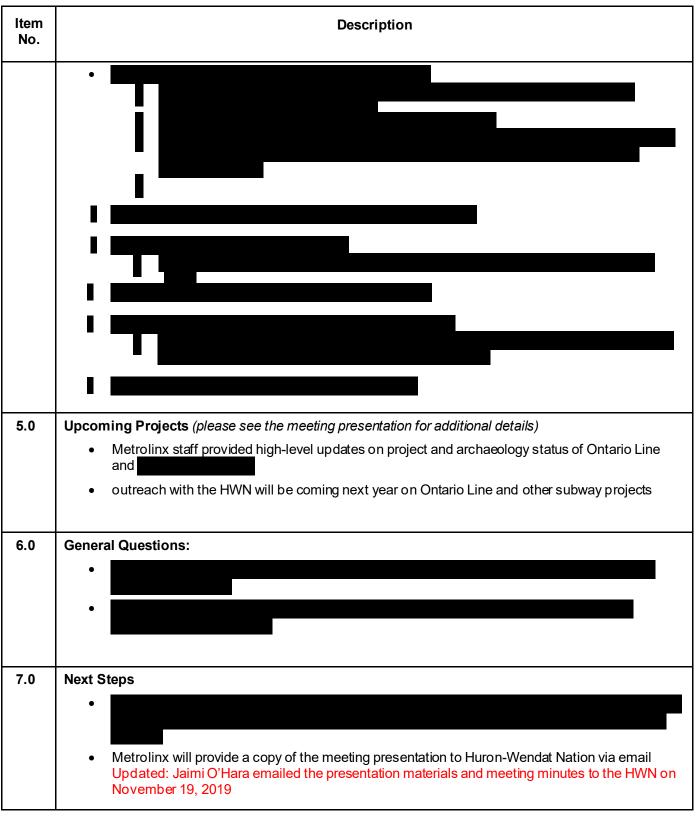
NOTES:

Item No.	Description					
1.0	Introduction					
	 Round table introductions Metrolinx provided project slide deck, discussion about relationship between HWN and Metrolinx working well and based on mutual respect HWN expressed they would like Metrolinx to be a model for other agencies and ministries on how to build a mutually beneficial relationship relationship with Metrolinx and tools and inclusion in projects and touch points have been working well for the HWN Metrolinx is also happy with how things are working 					
2.0	 Metrolinx introduced its Indigenous Relations Office and that positive relationships with Indigenous Nations is a priority 					
	Relationship will shift from Katie Bright to Fallon Melander, however Katie and Fallon will continue to work closely to ensure alignment and communication to the HWN is maintained					









These meeting notes represent the writer's understanding of the major items of discussion and the decisions reached and/or actions required. Any errors, omissions, or concerns regarding the notes captured should be brought to the attention of the undersigned individual within 5 business days of receiving these notes.

Prepared By: Fallon Melander

Email: Fallon.Melander@metrolinx.com

Distributed: November 19, 2019

★ METROLINX

Indigenous Communities

 Kawartha Nishnawbe First Nation From: <u>Indigenous Relations</u>
To: <u>rknahrgang@gmail.com</u>

Cc: <u>lawreid@aol.com</u>; <u>Maria Zintchenko</u>; <u>Rodney Yee</u>; <u>Merlin Yuen</u>; <u>Crystal Ho</u>

Subject: Ontario Line: Final Environmental Conditions Report and Draft Exhibition Station Early Works Report

Date: Monday, November 30, 2020 4:39:11 PM

Attachments: <u>Attachment 1.pdf</u>

Attachment 2.pdf Attachment 3.pdf Attachment 4.pdf

OL FinalECR DraftEWRExh Letter of Notice-KNFN.pdf

image001.png

Dear Chief Nahrgang,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to share the Final Environmental Conditions Report (ECR) and Draft Exhibition Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

We kindly ask that your provide any comments no later than January 5, 2021.

The reports are available at the following links:

- Draft Exhibition Station Early Works Report:
- Final Environmental Conditions Report:

We appreciate the volume of documents that Metrolinx has shared with your Nation. We are happy to set up a meeting to guide you through the reports and to answer any questions. If you have any concerns, please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2R8 437.225.0302



Date: 11-30-2020

Metrolina

Ontario Line Exhibition Station Early Works – Draft Early Works Report

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	Potential for the disturbance of unassessed or undocumented archaeological resources not previously identified.	 Areas identified as retaining archaeological potential in the Exhibition Station Early Works Project Footprint, as per the Ontario Line West Stage 1 Archaeological Assessment Report (AECOM, 2020d), are shown in Figure 5-16, and include the following. Should ground disturbing activities be planned within these areas, a Stage 2 archaeological assessment must be completed prior to any ground disturbing activities. A portion of the Exhibition Station Early Works Project Footprint between the rail corridor and Gardiner Expressway retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto. Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to any ground disturbing activities as a result of construction commencement. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. The goal is to endeavour to conserve significant archaeological resources in their original location through documentation, protection, and avoidance of impacts. However, where activities could disturb significant archaeological resources or areas of archaeological potential, Metrolinx will take appropriate measures to mitigate impacts where further archaeological work is required within the Exhibition Station Early Works Project Footprint. An invitation for Indigenous communities to participate in monitoring requirements for any subsequent archaeological work is recommended. All future Stage 2 archaeological assessment findings will be shared with the Indigenous communities that were engaged during the Stage 1 archaeological assessm	None identified.
Archaeological Resources	 Potential recovery of unexpected archaeological resources during construction. 	Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous communities will be initiated in the event that archaeological resources or human remains are discovered.	None identified.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities - Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	 No potential impacts as there are no Designated Natural Areas within 120 metres of the Exhibition Station Early Works Project Footprint 	None required.	None required.
Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area	 No potential impacts as there are no City of Toronto policy areas within the Exhibition Station Early Works Project Footprint 	None required.	None required.
Policy Areas – Toronto and Region Conservation Authority Regulated Areas	 No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Exhibition Station Early Works Project Footprint 	None required.	None required.
Vegetation Communities	 Removal of vegetation communities Damage to adjacent vegetation or Ecological Land Classification communities as a result of accidental intrusion 	 Vegetation removal will be kept to a minimum and limited to within the construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx's Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	City and private tree removal	 An Arborist Report prepared by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Exhibition Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. 	 Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		 Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	
Vegetation Communities	 Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use Introduction or spread of Invasive Species. 	 A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. All machinery, construction equipment and vehicles arriving on site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013) prior to arriving and leaving the construction site in order to prevent the spread of invasive species to other locations. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.
Wildlife and Wildlife Habitat – General	Disturbance, displacement or mortality of wildlife	 Prior to construction, investigation of the Exhibition Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. A qualified Biologist will be contacted to define the appropriate buffer required from wildlife. 	 On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Significant Wildlife Habitat: Common Nighthawk	 Removal of candidate nesting habitat for Common Nighthawk 	 Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	 Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

Metrolinx

Ontario Line Exhibition Station Early Works – Draft Early Works Report

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Migratory Breeding Birds and Nests	 Disturbance or destruction of migratory bird nests 	 All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	 Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Species at Risk – General	 Habitat loss, disturbance and/or mortality to Species at Risk 	 All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of the Environment, Conservation and Parks. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Aquatic Environment – Wetlands and Waterbodies	 No potential impacts as there are no wetlands or waterbodies present 	None required.	None required.
Aquatic Environment – Fish and Fish Habitat	 No potential impacts as there is no fish or fish habitat present 	None required.	None required.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time.

If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

To: "rknahrgang@gmail.com"

Cc: "lawreid@aol.com"; Indigenous Relations; James Francis; Rodney Yee; Maria Zintchenko; Crystal Ho

Subject: RE: Ontario Line - Draft Environmental Conditions Report

Date: Thursday, July 02, 2020 1:03:00 PM

Attachments: <u>image001.png</u>

Good afternoon Chief Kris Nahrgang,

This is just a friendly reminder that we are looking for comments be provided for the draft Ontario Line Natural Environment Early Works Report by end of day today, July 2nd. We are also looking for comments to be provided for the draft Ontario Line Early Works Report by end of day tomorrow, July 3rd:

Feel free to contact me if you have any questions.

Thank-you,

Crystal Ho

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



Sent: Friday, June 05, 2020 5:08 PM

To: rknahrgang@gmail.com

Cc: lawreid@aol.com; Indigenous Relations; James Francis; Rodney Yee; Maria Zintchenko

Subject: Ontario Line - Draft Early Works Report

Good afternoon Chief Kris Nahrgang,

As per the document distribution schedule presented in Metrolinx's June 3rd letter, please find the Ontario Line Draft Early Works Report via Dropbox. Any comments on the report are requested by **July 3rd**.

As previously communicated, Metrolinx acknowledges the current climate of uncertainty as Indigenous communities are impacted by the COVID-19 pandemic. Please let us know if there are any ways that we can make the review process easier or more accommodating during this time.

Please let us know if you have any questions or have trouble accessing the document.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: Ontario Line

Sent: June-04-20 3:55 PM

To: 'rknahrgang@gmail.com' <<u>rknahrgang@gmail.com</u>>

Cc: 'lawreid@aol.com' < <u>lawreid@aol.com</u>>; Indigenous Relations

<IndigenousRelations@metrolinx.com; James Francis James Francis@metrolinx.com; Rodney Yee

<Rodney.Yee@metrolinx.com>; Maria Zintchenko <Maria.Zintchenko@metrolinx.com>

Subject: Ontario Line - Draft Early Works, Natural Environment Report

Good afternoon Chief Kris Nahrgang,

As discussed in our June 3rd correspondence, Metrolinx would like to share the draft Ontario Line Early Works Natural Environment Report with your community for review. The report may be accessed via Dropbox

We are requesting comments on the report by July 2nd, 2020. However, as mentioned previously, Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and

Indigenous communities, in particular, are impacted by the COVID-19 pandemic. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: Ontario Line

Sent: June-03-20 12:00 PM

To: 'rknahrgang@gmail.com' <<u>rknahrgang@gmail.com</u>>

Cc: 'lawreid@aol.com' < <u>lawreid@aol.com</u>>; Indigenous Relations

<IndigenousRelations@metrolinx.com>; James Francis <James.Francis@metrolinx.com>; Rodney Yee

<<u>Rodney.Yee@metrolinx.com</u>>; Maria Zintchenko <<u>Maria.Zintchenko@metrolinx.com</u>>

Subject: Ontario Line - Draft Environmental Conditions, Natural Environment Report

Good afternoon Chief Kris Nahrgang,

Please find attached a letter detailing the report distribution schedule for the Ontario Line. The Ontario Line Environmental Conditions Natural Environment Report, discussed in the letter, can be found via the Dropbox link

Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. We recognize that community offices may be closed or have reduced capacity at this time. We are making efforts to ensure that communities can continue to be engaged and included in projects, while balancing the need to adhere to regulatory timelines. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

We know that your First Nation does not have capacity as per emails received from Christopher Reid. We would be happy to address a way to assist you with capacity for these projects and welcome an opportunity to speak further about what we can do. Please feel free to email Fallon Melander, Manager of Indigenous Relations at IndigenousRelations@metrolinx.com

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment

Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5

T: 416-202-1812

From: <u>Christopher Reid</u>

To: <u>Indigenous Relations; rknahrgang@gmail.com</u>
Cc: <u>James Francis; Maria Zintchenko; Laura Witherow</u>

Subject: Re: Ontario Line Subway Project

Date: February 13, 2020 10:05:01 AM

Attachments: <u>image001.png</u>

Hello Mr. Mellander.

Please appreciate that the Chief and Councillors of Kawartha Nishnawbe FN are all volunteers. Each of them is busy making a living to support their families while also devoting countless volunteer hours to their duties as leaders of their community. They have no funding whatsoever and no office or staff. In order to participate in your consultations they will either have to miss work or sacrifice evening and weekend time that they would otherwise spend working on the many critical issues facing their community every day. Under the circumstances they have had to make the difficult choice to not participate in consultations such as this.

Sincerely,

Christopher Reid Barrister & Solicitor 154 Monarch Park Ave. Toronto, ON M4J 4R6 Tel: (416) 909-4531 Fax: (416) 466-1852

This email message, including any attachments, is strictly confidential and intended only for the recipient(s). If you have received this message in error, please contact the sender immediately. If you are not the proper recipient, you do not have permission to disclose, distribute, duplicate or retain the message or its attachments. This information is likely the subject of legal and/or professional confidentiality in addition to being subject to other legal rules protecting it from improper or unintended uses.

----Original Message-----

From: Indigenous Relations < Indigenous Relations@metrolinx.com>

To: rknahrgang@gmail.com <rknahrgang@gmail.com>

Cc: James Francis < James. Francis@metrolinx.com>; Maria Zintchenko

<Maria.Zintchenko@metrolinx.com>; Laura Witherow <Laura.Witherow@metrolinx.com>;

lawreid@aol.com <lawreid@aol.com> Sent: Wed, Feb 12, 2020 1:21 pm Subject: Ontario Line Subway Project

Good Afternoon,

Metrolinx in partnership with Infrastructure Ontario is proposing to build a 16km subway line in downtown Toronto which will expand and build upon the existing and planned transit network. More details about the project can be accessed here:

I have attached a letter to this email that provides high level details of the project, which has also been sent to you by registered mail.

Metrolinx would appreciate any interest that your First Nation may have in these projects. We would

welcome the opportunity to provide more information and discuss any interests or questions that you may have. We understand that you may not have capacity to meet based on the last letter received from your counsel Christopher Reid on February 11th but are happy to support any engagement we can.

I am happy to speak in person or by telephone if you require further information as I hope to make this process as open and respectful for your community.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2R8 437.225.0302



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

★ METROLINX

Indigenous Communities

• Métis Nation of Ontario

From: <u>Indigenous Relations</u>

To: <u>consultations@metisnation.org</u>

Cc: aldenb@metisnation.org; lindan@metisnation.org; Merlin Yuen; Maria Zintchenko; Rodney Yee; Crystal Ho
Subject: Ontario Line: Final Environmental Conditions Report and Draft Exhibition Station Early Works Report

Date: Monday, November 30, 2020 4:43:57 PM

Attachments: <u>Attachment 1.pdf</u>

Attachment 2.pdf Attachment 3.pdf Attachment 4.pdf

OL FinalECR DraftEWRExh Letter of Notice-MNO.pdf

image001.png

Hello,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to share the Final Environmental Conditions Report (ECR) and Draft Exhibition Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you.

We kindly ask that your provide any comments no later than **January 5**, **2021**.

The reports are available at the following links:

- Draft Exhibition Station Early Works Report:
- Final Environmental Conditions Report:

We appreciate the volume of documents that Metrolinx has shared with your Nation. We are happy to set up a meeting to guide you through the reports and to answer any questions. If you have any concerns, please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2R8 437.225.0302



Date: 11-30-2020

Metrolina

Ontario Line Exhibition Station Early Works – Draft Early Works Report

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	Potential for the disturbance of unassessed or undocumented archaeological resources not previously identified.	 Areas identified as retaining archaeological potential in the Exhibition Station Early Works Project Footprint, as per the Ontario Line West Stage 1 Archaeological Assessment Report (AECOM, 2020d), are shown in Figure 5-16, and include the following. Should ground disturbing activities be planned within these areas, a Stage 2 archaeological assessment must be completed prior to any ground disturbing activities. A portion of the Exhibition Station Early Works Project Footprint between the rail corridor and Gardiner Expressway retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto. Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to any ground disturbing activities as a result of construction commencement. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. The goal is to endeavour to conserve significant archaeological resources in their original location through documentation, protection, and avoidance of impacts. However, where activities could disturb significant archaeological resources or areas of archaeological potential, Metrolinx will take appropriate measures to mitigate impacts where further archaeological work is required within the Exhibition Station Early Works Project Footprint. An invitation for Indigenous communities to participate in monitoring requirements for any subsequent archaeological work is recommended. All future Stage 2 archaeological assessment findings will be shared with the Indigenous communities that were engaged d	None identified.
Archaeological Resources	 Potential recovery of unexpected archaeological resources during construction. 	Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous communities will be initiated in the event that archaeological resources or human remains are discovered.	 None identified.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities - Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	 No potential impacts as there are no Designated Natural Areas within 120 metres of the Exhibition Station Early Works Project Footprint 	None required.	None required.
Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area	No potential impacts as there are no City of Toronto policy areas within the Exhibition Station Early Works Project Footprint	None required.	None required.
Policy Areas – Toronto and Region Conservation Authority Regulated Areas	No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Exhibition Station Early Works Project Footprint	None required.	None required.
Vegetation Communities	 Removal of vegetation communities Damage to adjacent vegetation or Ecological Land Classification communities as a result of accidental intrusion 	 Vegetation removal will be kept to a minimum and limited to within the construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx's Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	City and private tree removal	 An Arborist Report prepared by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Exhibition Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. 	 Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		 Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	
Vegetation Communities	 Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use Introduction or spread of Invasive Species. 	 A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. All machinery, construction equipment and vehicles arriving on site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013) prior to arriving and leaving the construction site in order to prevent the spread of invasive species to other locations. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.
Wildlife and Wildlife Habitat – General	Disturbance, displacement or mortality of wildlife	 Prior to construction, investigation of the Exhibition Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. A qualified Biologist will be contacted to define the appropriate buffer required from wildlife. 	 On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Significant Wildlife Habitat: Common Nighthawk	 Removal of candidate nesting habitat for Common Nighthawk 	 Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	 Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

Metrolinx

Ontario Line Exhibition Station Early Works – Draft Early Works Report

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Migratory Breeding Birds and Nests	 Disturbance or destruction of migratory bird nests 	 All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	 Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Species at Risk – General	 Habitat loss, disturbance and/or mortality to Species at Risk 	 All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of the Environment, Conservation and Parks. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Aquatic Environment – Wetlands and Waterbodies	 No potential impacts as there are no wetlands or waterbodies present 	None required.	None required.
Aquatic Environment – Fish and Fish Habitat	 No potential impacts as there is no fish or fish habitat present 	None required.	None required.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time.

If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

To: "consultations@metisnation.org"

Cc: "aldenb@metisnation.org"; "lindan@metisnation.org"; Indigenous Relations; James Francis; Rodney Yee; Maria

Zintchenko; Crystal Ho

Subject: RE: Ontario Line - Draft Environmental Conditions Report

Date: Thursday, July 02, 2020 1:00:00 PM

Attachments: <u>image001.png</u>

Good afternoon,

This is just a friendly reminder that we are looking for comments be provided for the draft Ontario Line Natural Environment Early Works Report by end of day today, July 2nd. We are also looking for comments to be provided for the draft Ontario Line Early Works Report by end of day tomorrow, July 3rd:

Feel free to contact me if you have any questions.

Thank-you,

Crystal Ho

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



Sent: Friday, June 05, 2020 5:09 PM **To:** consultations@metisnation.org

Cc: aldenb@metisnation.org; lindan@metisnation.org; Indigenous Relations; James Francis; Rodney Yee;

Maria Zintchenko

Subject: Ontario Line - Draft Early Works Report

Good afternoon,

As per the document distribution schedule presented in Metrolinx's June 3rd letter, please find the Ontario Line Draft Early Works Report via Dropbox. Any comments on the report are requested by **July 3rd**.

As previously communicated, Metrolinx acknowledges the current climate of uncertainty as Indigenous communities are impacted by the COVID-19 pandemic. Please let us know if there are any ways that we can make the review process easier or more accommodating during this time.

Please let us know if you have any questions or have trouble accessing the document.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment

Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5

T: 416-202-1812

From: Ontario Line

Sent: June-04-20 3:57 PM

To: 'consultations@metisnation.org' < consultations@metisnation.org>

Cc: 'aldenb@metisnation.org' <<u>aldenb@metisnation.org</u>>; 'lindan@metisnation.org' <<u>lindan@metisnation.org</u>>; Indigenous Relations <<u>IndigenousRelations@metrolinx.com</u>>; James Francis <<u>James.Francis@metrolinx.com</u>>; Rodney Yee <<u>Rodney.Yee@metrolinx.com</u>>; Maria

Zintchenko < Maria.Zintchenko@metrolinx.com>

Subject: Ontario Line - Draft Early Works, Natural Environment Report

Good afternoon,

As discussed in our June 3rd correspondence, Metrolinx would like to share the draft Ontario Line Early Works Natural Environment Report with your community for review. The report may be accessed via Dropbox

We are requesting comments on the report by July 2nd, 2020. However, as mentioned previously, Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: Ontario Line

Sent: June-03-20 12:06 PM

To: 'consultations@metisnation.org' < consultations@metisnation.org>

Cc: 'aldenb@metisnation.org' <<u>aldenb@metisnation.org</u>>; 'lindan@metisnation.org' <<u>lindan@metisnation.org</u>>; Indigenous Relations <<u>IndigenousRelations@metrolinx.com</u>>; James Francis <<u>James.Francis@metrolinx.com</u>>; Rodney Yee <<u>Rodney.Yee@metrolinx.com</u>>; Maria Zintchenko <<u>Maria.Zintchenko@metrolinx.com</u>>

Subject: Ontario Line - Draft Environmental Conditions, Natural Environment Report

Good afternoon,

Please find attached a letter detailing the report distribution schedule for the Ontario Line. The Ontario Line Environmental Conditions Natural Environment Report, discussed in the letter, can be found via the Dropbox link

Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. We recognize that community offices may be closed or have reduced capacity at this time. We are making efforts to ensure that communities can continue to be engaged and included in projects, while balancing the need to adhere to regulatory timelines. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5 T: 416-202-1812 From: <u>Indigenous Relations</u>

To: <u>consultations@metisnation.org</u>

Cc: James Francis; Maria Zintchenko; Laura Witherow; lindan@metisnation.org; aldenb@metisnation.org

Subject: Ontario Line Subway Project

Date: February 12, 2020 1:16:42 PM

Attachments: Ontario Line - Letter MNO.pdf

image001.png

Good Afternoon,

Metrolinx in partnership with Infrastructure Ontario is proposing to build a 16km subway line in downtown Toronto which will expand and build upon the existing and planned transit network. More details about the project can be accessed here:

I have attached a letter to this email that provides high level details of the project, which has also been sent to you by registered mail.

Metrolinx would appreciate any interest that the Metis Nation of Ontario may have in these projects. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have.

I am happy to speak in person or by telephone if you require further information as I hope to make this process as open and respectful for your community.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302



★ METROLINX

Indigenous Communities

 Mississaugas of the Credit First Nation From: <u>Indigenous Relations</u>

To: Fawn Sault

Cc: Mark LaForme; Maria Zintchenko; Rodney Yee; Merlin Yuen; Crystal Ho

Subject: Ontario Line: Final Environmental Conditions Report and Draft Exhibition Station Early Works Report

Date: Monday, November 30, 2020 4:42:28 PM

Attachments: <u>Attachment 2.pdf</u>

Attachment 3.pdf Attachment 4.pdf

OL FinalECR DraftEWRExh Letter of Notice-HCCC.pdf OL FinalECR DraftEWRExh Letter of Notice-MCFN.pdf

image001.png

Dear Fawn,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to share the Final Environmental Conditions Report (ECR) and Draft Exhibition Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you. Attachment 4 speaks to Archaeology and we are waiting for the project team to confirm whether funding is available for review of the reports. We promise to keep you informed of this decision shortly along with a funding agreement.

We kindly ask that your provide any comments no later than **January 5**, **2021**.

The reports are available at the following links:

• Draft Exhibition Station Early Works Report:

_	rinal	Environmenta	I Canditions	Donort.
•	Finai	Environmenta	i Conditions	Report.

We appreciate the volume of documents that Metrolinx has shared with your Nation. We are happy to set up a meeting to guide you through the reports and to answer any questions. If you have any concerns, please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2R8 437.225.0302



Metrolinx

Ontario Line Exhibition Station Early Works - Draft Early Works Report

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	Monitoring Activities
Archaeological Potential	Potential for the disturbance of unassessed or undocumented archaeological resources not previously identified.	 Areas identified as retaining archaeological potential in the Exhibition Station Early Works Project Footprint, as per the Ontario Line West Stage 1 Archaeological Assessment Report (AECOM, 2020d), are shown in Figure 5-16, and include the following. Should ground disturbing activities be planned within these areas, a Stage 2 archaeological assessment must be completed prior to any ground disturbing activities. A portion of the Exhibition Station Early Works Project Footprint between the rail corridor and Gardiner Expressway retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto. Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to any ground disturbing activities as a result of construction commencement. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. The goal is to endeavour to conserve significant archaeological resources in their original location through documentation, protection, and avoidance of impacts. However, where activities could disturb significant archaeological resources or areas of archaeological potential, Metrolinx will take appropriate measures to mitigate impacts where further archaeological work is required within the Exhibition Station Early Works Project Footprint. An invitation for Indigenous communities to participate in monitoring requirements for any subsequent archaeological work is recommended. All future Stage 2 archaeological assessment findings will be shared with the Indigenous communities that were engaged during the Stage 1 archaeological assessm	None identified.
Archaeological Resources	 Potential recovery of unexpected archaeological resources during construction. 	Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous communities will be initiated in the event that archaeological resources or human remains are discovered.	None identified.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities - Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	 No potential impacts as there are no Designated Natural Areas within 120 metres of the Exhibition Station Early Works Project Footprint 	None required.	None required.
Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area	No potential impacts as there are no City of Toronto policy areas within the Exhibition Station Early Works Project Footprint	None required.	None required.
Policy Areas – Toronto and Region Conservation Authority Regulated Areas	No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Exhibition Station Early Works Project Footprint	None required.	None required.
Vegetation Communities	 Removal of vegetation communities Damage to adjacent vegetation or Ecological Land Classification communities as a result of accidental intrusion 	 Vegetation removal will be kept to a minimum and limited to within the construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx's Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	City and private tree removal	 An Arborist Report prepared by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Exhibition Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. 	 Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		 Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	
Vegetation Communities	 Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use Introduction or spread of Invasive Species. 	 A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. All machinery, construction equipment and vehicles arriving on site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013) prior to arriving and leaving the construction site in order to prevent the spread of invasive species to other locations. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.
Wildlife and Wildlife Habitat – General	Disturbance, displacement or mortality of wildlife	 Prior to construction, investigation of the Exhibition Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. A qualified Biologist will be contacted to define the appropriate buffer required from wildlife. 	 On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Significant Wildlife Habitat: Common Nighthawk	 Removal of candidate nesting habitat for Common Nighthawk 	 Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	 Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

Metrolinx

Ontario Line Exhibition Station Early Works – Draft Early Works Report

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Migratory Breeding Birds and Nests	 Disturbance or destruction of migratory bird nests 	 All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	 Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Species at Risk – General	 Habitat loss, disturbance and/or mortality to Species at Risk 	 All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of the Environment, Conservation and Parks. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Aquatic Environment – Wetlands and Waterbodies	 No potential impacts as there are no wetlands or waterbodies present 	None required.	None required.
Aquatic Environment – Fish and Fish Habitat	 No potential impacts as there is no fish or fish habitat present 	None required.	None required.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time.

If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

To: <u>"Fawn.Sault@mncfn.ca"</u>

Cc: "Mark.LaForme@mncfn.ca"; "Megan.DeVries@mncfn.ca"; Indigenous Relations; James Francis; Rodney Yee;

Maria Zintchenko; Crystal Ho

Subject: RE: Ontario Line - Draft Environmental Conditions Report

Date: Thursday, July 02, 2020 1:07:00 PM

Attachments: <u>image001.png</u>

Good afternoon Ms. Fawn Sault,

This is just a friendly reminder that we are looking for comments be provided for the draft Ontario Line Natural Environment Early Works Report by end of day today, July 2nd. We are also looking for comments to be provided for the draft Ontario Line Early Works Report by end of day tomorrow, July 3rd:

Feel free to contact me if you have any questions.

Thank-you,

Crystal Ho

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





Sent: Friday, June 05, 2020 5:01 PM

To: Fawn.Sault@mncfn.ca

Cc: Stacey.Laforme@mncfn.ca; Mark.LaForme@mncfn.ca; Megan.DeVries@mncfn.ca; Indigenous

Relations; James Francis; Rodney Yee; Maria Zintchenko

Subject: RE: Ontario Line - Draft Early Works, Natural Environment Report

Good afternoon Ms. Fawn Sault,

As per the document distribution schedule presented in Metrolinx's June 3rd letter, please find the Ontario Line Draft Early Works Report via Dropbox. Any comments on the report are requested by **July 3rd**.

As previously communicated, Metrolinx acknowledges the current climate of uncertainty as Indigenous communities are impacted by the COVID-19 pandemic. Please let us know if there are any ways that we can make the review process easier or more accommodating during this time.

Please let us know if you have any questions or have trouble accessing the document.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: Ontario Line

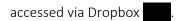
Sent: June-04-20 3:45 PM

To: 'Fawn.Sault@mncfn.ca' < <u>Fawn.Sault@mncfn.ca</u>>

Cc: 'Stacey.Laforme@mncfn.ca' <<u>Stacey.Laforme@mncfn.ca</u>>; 'Mark.LaForme@mncfn.ca' <<u>Mark.LaForme@mncfn.ca</u>>; 'Megan.DeVries@mncfn.ca' <<u>Megan.DeVries@mncfn.ca</u>>; Indigenous Relations <<u>IndigenousRelations@metrolinx.com</u>>; James Francis <<u>James.Francis@metrolinx.com</u>>; Rodney Yee <<u>Rodney.Yee@metrolinx.com</u>>; Maria Zintchenko <<u>Maria.Zintchenko@metrolinx.com</u>> **Subject:** Ontario Line - Draft Early Works, Natural Environment Report

Good afternoon Ms. Fawn Sault,

As discussed in our June 3rd correspondence, Metrolinx would like to share the draft Ontario Line Early Works Natural Environment Report with your community for review. The report may be



We are requesting comments on the report by July 2nd, 2020. However, as mentioned previously, Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5 T: 416-202-1812

From: Ontario Line

Sent: June-03-20 11:22 AM

To: 'Fawn.Sault@mncfn.ca' < Fawn.Sault@mncfn.ca>

Cc: 'Stacey.Laforme@mncfn.ca' <<u>Stacey.Laforme@mncfn.ca</u>>; 'Mark.LaForme@mncfn.ca' <<u>Mark.LaForme@mncfn.ca</u>>; 'Megan.DeVries@mncfn.ca' <<u>Megan.DeVries@mncfn.ca</u>>; Indigenous Relations <<u>IndigenousRelations@metrolinx.com</u>>; James Francis <<u>James.Francis@metrolinx.com</u>>; Rodney Yee <<u>Rodney.Yee@metrolinx.com</u>>; Maria Zintchenko <<u>Maria.Zintchenko@metrolinx.com</u>>

Subject: Ontario Line - Draft Environmental Conditions, Natural Environment Report

Good morning Ms. Fawn Sault,

Please find attached a letter detailing the report distribution schedule for the Ontario Line. The Ontario Line Environmental Conditions Natural Environment Report, discussed in the letter, can be found via the Dropbox link

Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. We recognize that community offices may be closed or have reduced capacity at this time. We are making efforts to ensure that communities can continue to be engaged and included in projects, while balancing the need to adhere to regulatory timelines. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: <u>Indigenous Relations</u>

To: Mark LaForme; Fawn.Sault@mncfn.ca

Cc: <u>James Francis</u>; <u>Maria Zintchenko</u>; <u>Laura Witherow</u>; <u>Stacey.Laforme@mncfn.ca</u>

Subject: Ontario Line Subway Project **Date:** February 12, 2020 12:59:02 PM

Attachments: Ontario Line - Letter Mississaugas of the Credit First Nation.pdf

image001.png

Good Afternoon Mark and Fawn,

Metrolinx in partnership with Infrastructure Ontario is proposing to build a 16km subway line in downtown Toronto which will expand and build upon the existing and planned transit network. More details about the project can be accessed here:

I have attached a letter to this email that provides high level details of the project, which has also been sent to you and Chief LaForme's office by registered mail.

Metrolinx would appreciate any interest that the Mississaugas of the Credit First Nation may have in these projects. We look forward to setting up a meeting in the near future as discussed.

I am happy to speak in person or by telephone if you require further information as I hope to make this process as open and respectful for your community.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2R8 437.225.0302



★ METROLINX

Indigenous Communities

 Mississaugas of the Credit First Nation Meeting Materials

Mississaugas of the Credit First Nation Meeting

The Subway Program June 2020

AGENDA

- 1. Introductions
- 2. MCFN DOCA Overview
- 3. Metrolinx and Subway Program Overview
- 4. Environmental Assessments for the Subway Program
- 5. Environmental Assessment Highlights
 - a) Ontario Line
- 6. Next Steps

Subway Program

METROLINX - REGIONAL TRANSIT NETWORK Legend GO Train to Allandale GO Train to Gormley/ Richmond Hill GO Train to Lincolnville/ Waterfront/ Stouffville 1 Yonge-University Line Yonge North Subway Extension to Richmond Hill 2 Bloor-Danforth Line (1) Three-stop Scarborough Subway Extension Sheppard Line Ontario Line Vaughan Metropolitan Centre ■ 6 Eglinton Line Eglinton West Extension to Pearson Airport Sheppard East Extension GO Lines Hurontario LRT 6 Finch West LRT Finch West Finch (GO Train to Kitchener Don Mills GO Train to Oshawa/ Bowmanville Ontario Science Centre Pearson Airport Cedarvale Eglinton Dundas West GO Train to Ontario Place/ Exhibition Port Credit Union GO Train to Hamilton/ Niagara Falls

METROLINX - THE SUBWAY PROGRAM

Metrolinx and its partners are delivering on a bold, forward-looking transportation plan. The goals of the 2041 Regional Transportation Plan (RTP) are to create strong connections, complete travel experiences and sustainable communities. The Subway Program is a key component of this plan.

The Subway Program consists of four (4) transit projects:

The Ontario Line



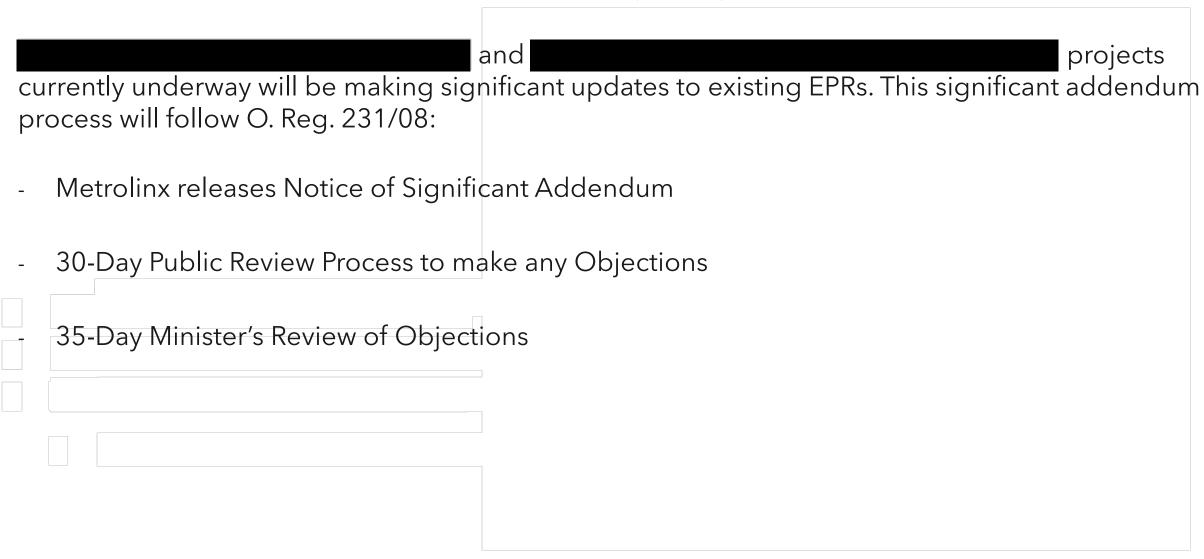
Metrolinx is the sole proponent of all four (4) projects.

Environmental Assessments for the Subway Program

METROLINX - ENVIRONMENTAL ASSESSMENT

- Today we will discuss the Subway program, with a focus on the Ontario Line.
- Typically, project impact assessment follow the Transit Project Assessment
 Process (TPAP) a type of environmental assessment. An Environmental Project
 Report (EPR) documents the TPAP and is circulated for review.
- The and and and a second second in the
 - will be following the addendum process outlined in the TPAP.
- Project-specific notification letters are sent to the Mississaugas of the Credit First Nation at study milestones. The letters share project details and request feedback regarding interest in projects and the approach to engagement.

TRANSIT PROJECT ASSESSMENT PROCESS (TPAP) - ADDENDUM PROCESS



THE PROPOSED ONTARIO LINE EA REGULATION

The Ontario Line is planned to be assessed in accordance with the new Ontario Line Environmental Assessment Regulation.

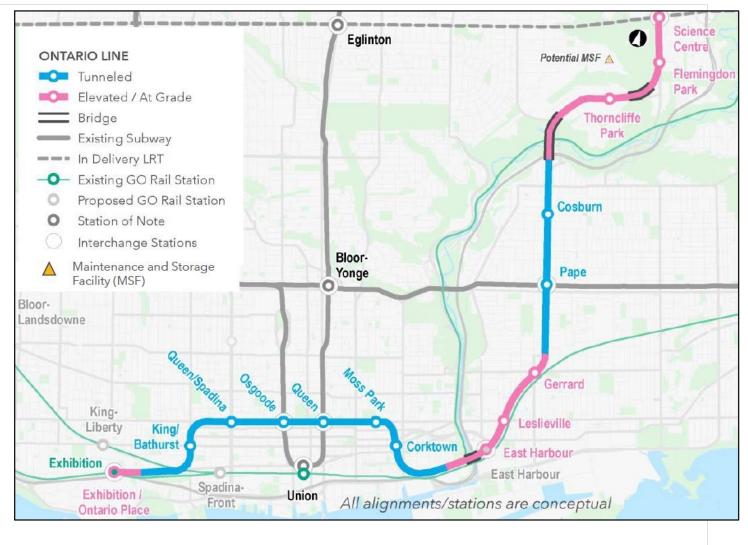
This regulation was available for review from February 18th, 2020 to March 19th, 2020 on the Environmental Registry of Ontario. The regulation outlines a Project-specific EA process that requires:

- Public, regulatory agency and Indigenous communities notification and consultation;
- Environmental Conditions and Environmental Impact Assessment Report(s), and provides opportunity for Early Works Report(s) for assessment of works that are planned to proceed in advance of main works; and
 - Metrolinx to address concerns through an issues resolution process (IRP).

EA Highlights - Ontario Line

ONTARIO LINE (OL)

Number of proposed stations	15
Number of connections to other transit options	 17 3 GO lines 4 connections to Line 1, 2 and 5 (Eglinton Crosstown) 10 connections to King, Queen, Bathurst, Spadina, Harbourfront and Gerrard/Carlton streetcars
Approximate number of route kilometres	15.5 km
Ridership	389,000 daily boardings
Frequency	As frequent as every 90 seconds
Access to transit	154,000 more people within walking distance to transit
Access to jobs	53,000 more jobs accessible in 45 minutes or less for Toronto residents



OL - ARCHAEOLOGICAL WORK AND ENGAGEMENT

Archaeological assessments were conducted in three distinct sections:

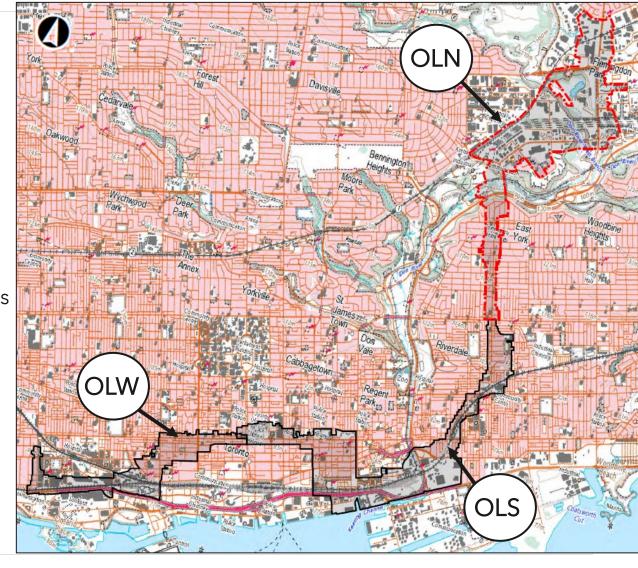
- Ontario Line North (OLN)
- Ontario Line South (OLS)
- Ontario Line West (OLW)

Stage 1 Archaeological Assessment

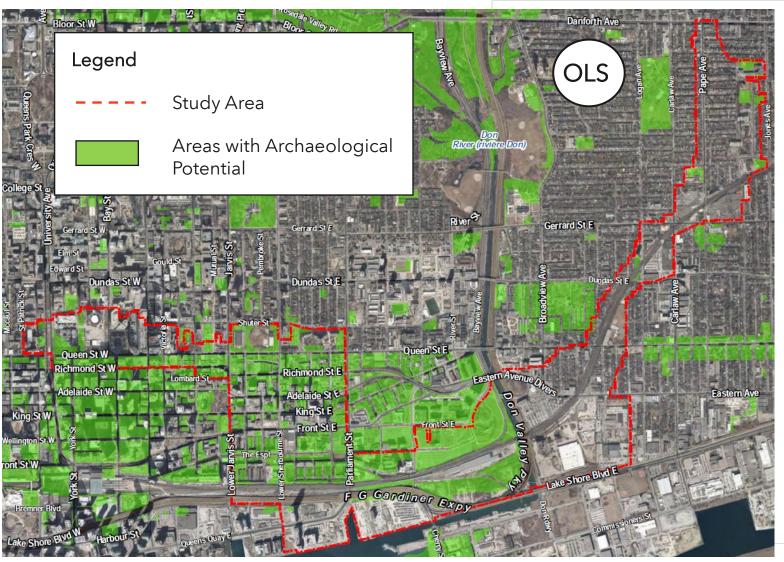
- Assessments were conducted for all three sections, with field review completed on October 30th, 2019
- Stage 1 reports were shared with Indigenous Communities on March 26th, 2020
- Stage 1 reports were submitted to the MHSTCI on May 29th, 2020

Stage 2 Archaeological Assessment

 Stage 2 assessments for areas with archaeological potential will start as early as summer 2020

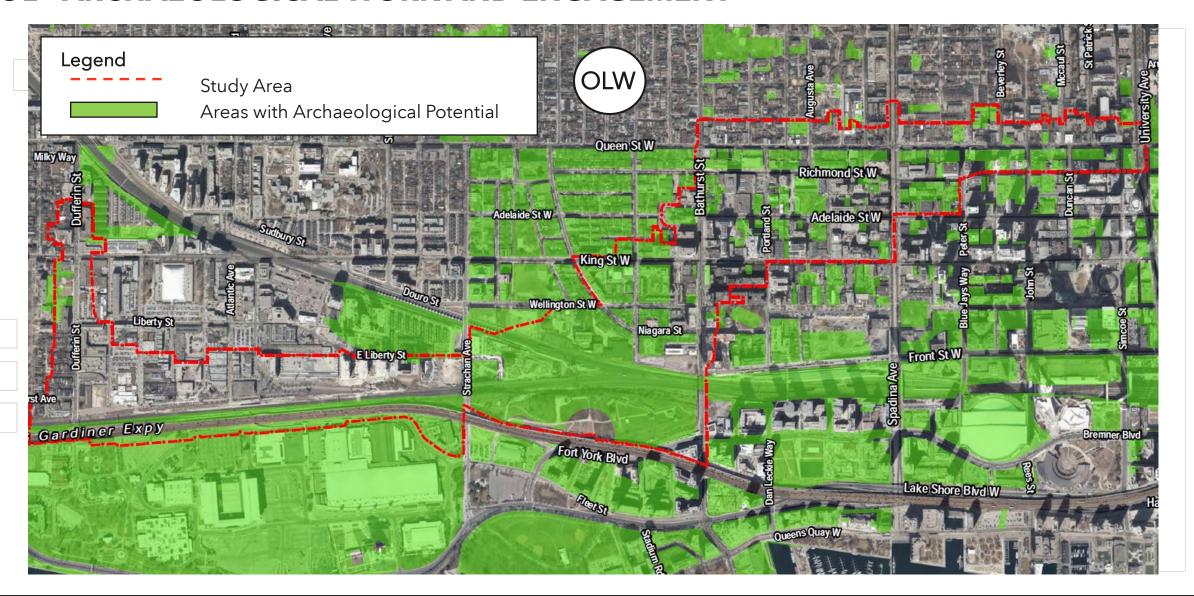


OL - ARCHAEOLOGICAL WORK AND ENGAGEMENT





OL - ARCHAEOLOGICAL WORK AND ENGAGEMENT



OL - NATURAL ENVIRONMENT STUDIES

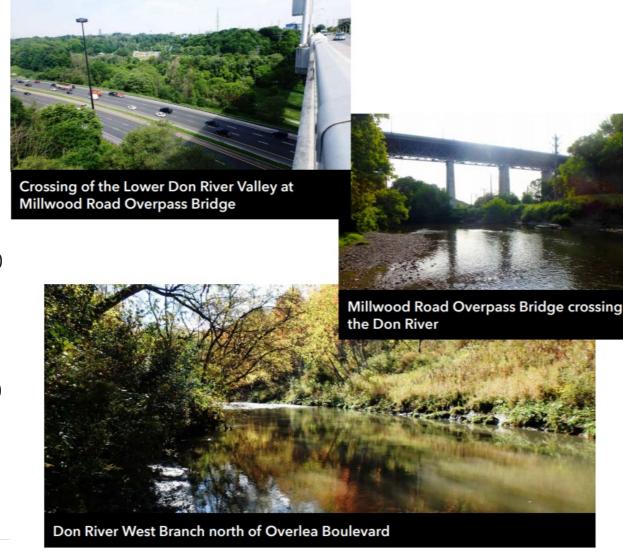
- -Existing data review and field studies to conduct:
 - -Ecological land classification, and plant and wildlife inventories
 - -Fish habitat assessments
 - -Species at risk habitat screening and surveys

Environmental Conditions Natural Environment Report:

- Report sent to Indigenous Communities on June 3rd, 2020
- Comments requested by June 30th, 2020

Early Works Natural Environment Report:

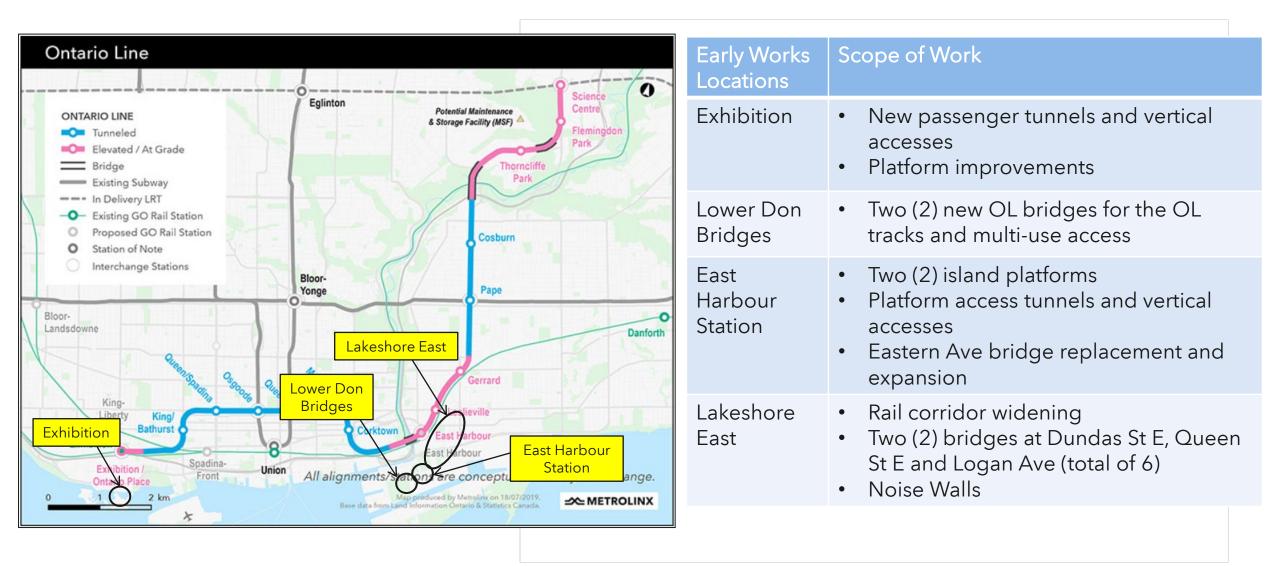
- Report sent to Indigenous Communities on June 4th, 2020
- Comments requested by July 2nd, 2020



OL - DRAFT REPORTS REVIEW

Report	Technical Report/Memorandum	Tentative date to Reviewer	Business Days for Review	Date comments sent to Metrolinx
Environmental Conditions	Draft Environmental Conditions Natural Environment Report	June 3	20	June 30
	Draft Environmental Conditions Report (Interim Draft)	June 15	20	July 10
Early Works	Draft Early Works Natural Environment Report	June 4	20	July 2
	Draft Early Works Report	June 5	20	July 3

OL - EARLY WORKS



OL - EARLY WORKS

The Early Works report details the existing conditions, predicted impacts, and potential mitigation measures on the Early Works Study Area:

- Exhibition Station
- Lower Don River Crossing
- East Harbour Station
- Lakeshore East Joint Corridor

Future commitments include:

- Nest checks for protected birds for any structures anticipated to be modified, disturbed, or replaced to facilitate the construction of the Early Works
- Assessment of potential impacts on fish and fish habitat within the Don River in support of a Fisheries and Oceans Canada (DFO) Request for Review (RfR)
- Complete all Stage 2 Archaeological Assessments (and Stage 3 if applicable), prior to completion of detailed design, and well in advance of any ground disturbance

Subway Program - EA Next Steps

SUBWAY PROGRAM EA SUMMARY - NEXT STEPS

	The Ontario Line
Completed	Draft Early Works Report
Environmental Assessment Work	Draft Environmental Conditions Report
Upcoming Milestone	Notice of Early Works and Environmental Conditions Report
Estimated Milestone Date	Mid-late July



Metrolinx and Mississaugas of the Credit First Nation Subways Program Meeting

DATE/TIME: June 11th, 2020 / 1:00 pm – 3:00pm

LOCATION: Videoconference

PREPARED BY: Metrolinx

IN ATTENDANCE (by phone)

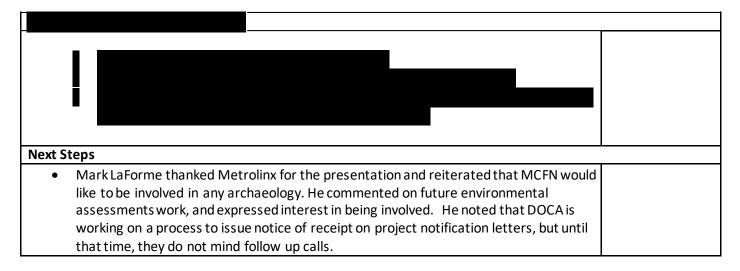
- Mark LaForme MCFN
- Fawn Sault MCFN
- Megan DeVries MCFN
- Fallon Melander Metrolinx
- Aaron McMillan Metrolinx
- Franca Di Giovanni Metrolinx
- Carrie Sheaffer Metrolinx
- James Francis Metrolinx
- Jaimi O'Hara Metrolinx
- Rodney Yee Metrolinx
- Malcom Mackay Metrolinx
- Paul Ritchie Stantec

<u> </u>	
MINUTES	
TOPIC/COMMENTS	ACTION BY
Welcome and Introductions	
	MX – Indigenous
 Metrolinx's Environmental Programs and Assessments (EPA) group presented an overview of the Subways program, associated environmental assessments, as well as an overview of archaeology that has been completed to date. 	Relations
Overview of MCFN, DOCA and the FLR Program	
 Mark LaForme, Director of the Department of Consultation and Accomodation provided an overview of the history and role of DOCA and the treaty and traditional lands of MCFN Mark LaForme expressed an interest in having Darren, the Traditional Land Use Coordinator and Band historian to provide a comprehensive presentation on the history of MCFN to Metrolinx – ACTION ITEM: IRO to work with MCFN to set up an opportunity in the future Mark LaForme noted that the COVID-19 pandemic has impacted DOCA's capacity to 	
 review reports and hire new staff Megan DeVries the provided an overview of the involvement of DOCA and FLRs in projects – she indicated that all Stage 2 Archaeological Mx project work would require the involvement of FLRs. She also indicated that the reports that have been sent to MCFN on the Subways have not been reviewed due to the COVID-19 crisis and the direction by the MCFN Chief and Council. Mark LaForme commented that including field monitors in project work is considered a small 'a' accommodation; mentioned that project notification letters should come to Fawn, with only Mark being cc'd and not the chief as it presents an inefficiency ACTION ITEM: Mx to note that Chief LaForme should not be cc'd on Metrolinx 	
Correspondence in the future Overview of Subway Program	

- Malcom Mackay, Sponsor for the Subway Program at Metrolinx, provided an overview of the Subways Projects and specifically the Ontario Line.
- James Francis, Senior Manager, Environmental Programs and Assessments at Metrolinx provided an overview of the Transit Project Assessment Process and new proposed Ontario Line Regulation. He reviewed the new Metrolinx-led process for objections under this new regulation.
- Fawn Sault, Consultation Coordinator, DOCA, asked what happens if objections are not resolved by Metrolinx – is there another process or way to have objections addressed or resolved?
- James Francis confirmed that the new regulation will be administered by Metrolinx, and as such Metrolinx will work through all objections and hopefully will be ahead of any concerns through continuous engagement and meaningfully addressing any issues

Ontario Line

- Paul Ritchie, Stantec, provided an overview of the archaeological assessment completed to date for Ontario Line
- Mark LaForme asked specifically about the Portlands and what interactions, if any, had occurred between Metrolinx and Waterfront Toronto
- Malcom Mackay noted that Metrolinx had had meetings with Waterfront Toronto to inform them of planning and alignment as well as the environmental works. He confirmed that the project design footprint does not go through the Portlands, but the furthest southern portion of the project footprint is in the Don Yards.
- Megan DeVries noted that a primary concern for MCFN is findings within archaeological assessments of having archaeological potential vs areas of excessive disturbance, especially in Toronto, with the position that too often archaeologists declare areas as too excessively disturbed to have archaeological potential, when this may not be the case. She reiterated that MCFN wants to have FLRs in all Stage 2 work and beyond for Ontario Line and all Metrolinx projects. She suggested that Mx and MCFN go ahead and start arranging involvement in Stage 2 and above, even if MCFN hasn't had the opportunity to review the reports
- Rodney Yee, Project Coordinator for Ontario Line at Metrolinx provided an overview of the Natural Environmental Reports and Early Works Natural Environment Report
- Mark LaForme asked if any amphibian surveys had been done. ACTION ITEM: Rodney Yee to follow up and confirm regarding amphibian studies
- Megan DeVries identified that MCFN was interested in Species At Risk Surveys and other
 environmental surveys, and asked that they be sent to MCFN so they can have an
 internal conversation to discuss the approach to review and opportunities to be
 involved. ACTION ITEM: Rodney Yee to send all surveys and a report list to MCFN for the
 Subways Program
- James Francis provided information on the Draft Environmental Reports, noting that the review period had begun. He acknowledged that the time for review is short, and that it may not be feasible.
- Mark LaForme commented that MCFN does not currently have capacity to review all
 environmental reports. The main concern for MCFN is ensuring that there is engagement
 during surveys and assessments, and that MCFN is provided lists. He noted that if
 Metrolinx requires comment for MCFN, and the lack of comment is causing a delay in
 moving the project forward in the regulatory process, that Metrolinx can notify MCFN
 and they will make every effort to expedite comment, but may not have capacity to
 review in detail.



^{*}Please contact Metrolinx (Indigenous Relations@metrolinx.com) within seven (7) days of issuance of these minutes for any errors or omissions.

★ METROLINX

Indigenous Communities

 Mississaugas of Scugog Island First Nation From: <u>Indigenous Relations</u>

To: <u>klarocca@scugogfirstnation.com</u>

Cc: Monica Sanford; k.a.sandy-mckenzie@rogers.com; Maria Zintchenko; Rodney Yee; Merlin Yuen; Crystal Ho
Subject: Ontario Line: Final Environmental Conditions Report and Draft Exhibition Station Early Works Report

Date: Monday, November 30, 2020 4:16:30 PM

Attachments: <u>Attachment 1.pdf</u>

Attachment 2.pdf Attachment 3.pdf Attachment 4.pdf

OL FinalECR DraftEWRExh Letter of Notice-MSIFN.pdf

image001.png

Dear Chief LaRocca,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to share the Final Environmental Conditions Report (ECR) and Draft Exhibition Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you. We also understand that this project is not within the Williams Treaties territory but that you may have interest.

We kindly ask that your provide any comments no later than **January 5**, **2021**.

The reports are available at the following links:

- Draft Exhibition Station Early Works Report:
- Final Environmental Conditions Report:

We appreciate the volume of documents that Metrolinx has shared with your Nation. We are happy to set up a meeting to guide you through the reports and to answer any questions. If you have any concerns, please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2R8 437.225.0302



Metroliny

Ontario Line Exhibition Station Early Works - Draft Early Works Report

Table 6-8: Potential Impacts, Mitigation Measures and Monitoring Activities – Archaeological Resources

Environmental Component	Potential Impact	Mitigation Measure(s)	
Archaeological Potential	Potential for the disturbance of unassessed or undocumented archaeological resources not previously identified.	 Areas identified as retaining archaeological potential in the Exhibition Station Early Works Project Footprint, as per the Ontario Line West Stage 1 Archaeological Assessment Report (AECOM, 2020d), are shown in Figure 5-16, and include the following. Should ground disturbing activities be planned within these areas, a Stage 2 archaeological assessment must be completed prior to any ground disturbing activities. A portion of the Exhibition Station Early Works Project Footprint between the rail corridor and Gardiner Expressway retains moderate to high archaeological potential where deeply buried archaeological potential remains, such as for discovering pre-contact Indigenous materials and/or materials related to the early development and expansion of the City of Toronto. Any additional Archaeological Assessments (e.g., Stage 2, Stage 3 if recommended by the Stage 2) shall be completed as early as possible, and prior to any ground disturbing activities as a result of construction commencement. This work shall be done in accordance with the Ministry of Heritage, Sport, Tourism and Culture Industries' Standards and Guidelines for Consultant Archaeologists (2011) to identify any archaeological resources that may be present. The goal is to endeavour to conserve significant archaeological resources in their original location through documentation, protection, and avoidance of impacts. However, where activities could disturb significant archaeological resources or areas of archaeological potential, Metrolinx will take appropriate measures to mitigate impacts where further archaeological work is required within the Exhibition Station Early Works Project Footprint. An invitation for Indigenous communities to participate in monitoring requirements for any subsequent archaeological work is recommended. All future Stage 2 archaeological assessment findings will be shared with the Indigenous communities that were engaged during the Stage 1 archaeological assessm	None identified.
Archaeological Resources	 Potential recovery of unexpected archaeological resources during construction. 	Should previously unknown or unassessed deeply buried archaeological resources be uncovered during construction activities, they may be a new archaeological site and therefore subject to Section 48(1) of the Ontario Heritage Act. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed archaeologist to carry out archaeological field work, in compliance with Section 48(1) of the Ontario Heritage Act. Any person discovering human remains must immediately notify the police or coroner and the Registrar of Cemeteries, Ministry of Government Services. In addition, consultation with relevant Indigenous communities will be initiated in the event that archaeological resources or human remains are discovered.	 None identified.

Table 6-1: Potential Impacts, Mitigation Measures and Monitoring Activities - Natural Environment

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Designated Natural Areas	 No potential impacts as there are no Designated Natural Areas within 120 metres of the Exhibition Station Early Works Project Footprint 	None required.	None required.
Policy Areas – City of Toronto Natural Heritage System and Ravine and Natural Feature Protection By-law Area	No potential impacts as there are no City of Toronto policy areas within the Exhibition Station Early Works Project Footprint	None required.	None required.
Policy Areas – Toronto and Region Conservation Authority Regulated Areas	No potential impacts as there are no Toronto and Region Conservation Authority regulated areas within the Exhibition Station Early Works Project Footprint	None required.	None required.
Vegetation Communities	 Removal of vegetation communities Damage to adjacent vegetation or Ecological Land Classification communities as a result of accidental intrusion 	 Vegetation removal will be kept to a minimum and limited to within the construction areas. Construction fencing and/or silt fencing, where appropriate, will be installed and maintained to clearly define the construction areas and prevent accidental damage or intrusion to adjacent vegetation or Ecological Land Classification communities. Provide compensation for the removal of vegetation in accordance with Metrolinx's Vegetation Guideline (2020). Temporarily disturbed areas will be re-vegetated using non-invasive, preferably native plantings and/or seed mix appropriate to the site conditions and adjacent vegetation communities. Seed mixes will be used in conjunction with an appropriate non-invasive cover crop as needed. Vegetation removals will also consider and mitigate potential impacts to sensitive species (e.g., migratory birds) and features (e.g., Significant Wildlife Habitat). Refer to the wildlife and wildlife habitat and Species at Risk mitigation measures described below. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).
Vegetation Communities	City and private tree removal	 An Arborist Report prepared by an International Society of Arboriculture Certified Arborist will be prepared in accordance with the Ontario Forestry Act R.S.O. 1990, and other regulations and best management practices as applicable. The Arborist Report will include, but not be limited to the individual identification of all trees within the Exhibition Station early works construction areas including those that require removal or preservation, or trees that may be injured. Trees to be identified may include those on Metrolinx property, trees on public and private lands, and boundary trees. City of Toronto by-laws dictate the minimum area buffers to be inventoried and Diameter at Breast Height which requires inventory. 	 Regular inspection in areas of vegetation removal will be undertaken as required during construction to ensure that fencing is intact, only specified trees are removed and no damage is caused to the remaining trees and adjacent vegetation communities. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. If required, the approach to compensation monitoring will be developed in accordance with Metrolinx's Vegetation Guideline (2020).

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
		 Prior to the undertaking of tree removals, a Tree Removal Strategy/Tree Preservation Plan will be developed during detailed design to document tree protection and mitigation measures that follow the City of Toronto Tree Protection Policy and Specifications for Construction Near Trees Guidelines (2016b) and adherence with best practices, standards and regulations on safety, environmental and wildlife protections. Compensation for tree removals will be undertaken in accordance with provisions outlined in the Metrolinx Vegetation Guideline (2020). Pruning of branches will be conducted through the implementation of proper arboricultural techniques. Tree Protection Zone fencing will be established to protect and prevent tree injuries. Tree Protection Zones will be clearly staked prior to construction using barriers in accordance with local by-law requirements. 	
Vegetation Communities	 Soil contamination as a result of spills (e.g., grease and/or fuel) from equipment use Introduction or spread of Invasive Species. 	 A Spill Prevention and Contingency Plan will be developed and adhered to. Spills will be immediately contained and cleaned up in accordance with provincial regulatory requirements and the contingency plan. Refuelling shall be done within refuelling stations lined with appropriate material to prevent seepage and fuel discharge. All machinery, construction equipment and vehicles arriving on site should be in clean condition (e.g., free of fluid leaks, soils containing seeds of plant material from invasive species) and be inspected and washed in accordance with the Clean Equipment Protocol for Industry (Halloran et al., 2013) prior to arriving and leaving the construction site in order to prevent the spread of invasive species to other locations. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Ensure precautions are being taken to minimize the spread of invasive species by implementing the Clean Equipment Protocol for Industry (Halloran et al., 2013) on equipment and machinery prior to moving sites.
Wildlife and Wildlife Habitat – General	Disturbance, displacement or mortality of wildlife	 Prior to construction, investigation of the Exhibition Station early works construction areas for wildlife and wildlife habitat that may have established following the completion of previous surveys will be undertaken, as appropriate. If wildlife is encountered, measures will be implemented to avoid destruction, injury, or interference with the species, and/or its habitat. For example, construction activities will cease or be reduced, and wildlife will be encouraged to move off-site and away from the construction area on its own. A qualified Biologist will be contacted to define the appropriate buffer required from wildlife. 	 On-site inspection by on-site environmental workers or construction staff should occur daily within the construction area to ensure that no wildlife is trapped within the construction area. On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts.
Significant Wildlife Habitat: Common Nighthawk	 Removal of candidate nesting habitat for Common Nighthawk 	 Refer below to mitigation measures described for Migratory Breeding Birds and Nests. Demolition of buildings should be scheduled outside of the breeding bird season of April 1 to August 31. If this is not possible and buildings must be demolished during this period, the following will be completed: The roofs will be checked for presence of gravel. If gravel is not present, then the building is unlikely to provide suitable nesting habitat for Common Nighthawk. If gravel is present, a search for eggs and nesting activity for Common Nighthawk on the roof will be conducted. If nests or nesting activity of Common Nighthawk are confirmed, the building cannot be demolished until it is confirmed by a Qualified Biologist that young have fully fledged and left the nest. 	 Refer below for monitoring requirements described for Migratory Breeding Birds and Nests.

Metrolinx

Ontario Line Exhibition Station Early Works – Draft Early Works Report

Environmental Component	Potential Impacts	Mitigation Measure(s)	Monitoring Activities
Migratory Breeding Birds and Nests	 Disturbance or destruction of migratory bird nests 	 All works must comply with the Migratory Birds Convention Act, including timing windows for the nesting period (April 1 to August 31 in Ontario). If activities are proposed to occur during the general nesting period, a breeding bird and nest survey will be undertaken prior to required activities. Nest searches by an experienced searcher are required and will be completed by a qualified Biologist no more than 48 hours prior to vegetation removal. If a nest of a migratory bird is found outside of this nesting period (including a ground nest) it still receives protection. 	 Regular monitoring (field observations, on-site inspections) will be undertaken to confirm that activities do not encroach into nesting areas or disturb active nesting sites.
Species at Risk – General	 Habitat loss, disturbance and/or mortality to Species at Risk 	 All requirements of the Endangered Species Act will be met. Species-specific mitigation measures will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act, recommended surveys undertaken prior to construction, and consultation with Ministry of the Environment, Conservation and Parks. 	 On-site inspection will be undertaken to confirm the implementation of the mitigation measures and identify corrective actions if required. Corrective actions may include additional site maintenance and alteration of activities to minimize impacts. Species-specific monitoring activities will be developed in accordance with any registration and/or permitting requirements under the Endangered Species Act.
Aquatic Environment – Wetlands and Waterbodies	 No potential impacts as there are no wetlands or waterbodies present 	None required.	None required.
Aquatic Environment – Fish and Fish Habitat	 No potential impacts as there is no fish or fish habitat present 	None required.	None required.

Notes: Regulations, standards and guidance documents referenced herein are current as of the time of writing and may be amended from time to time.

If clarification is required regarding regulatory requirements, the appropriate regulatory agencies will be consulted.

From: Ontario Line

To: <u>"klarocca@scugogfirstnation.com"</u>

Cc: "msanford@scugogfirstnation.com"; "k.a.sandy-mckenzie@rogers.com"; Indigenous Relations; James Francis;

Rodney Yee; Maria Zintchenko; Crystal Ho

Subject: RE: Ontario Line - Draft Environmental Conditions Report

Date: Thursday, July 02, 2020 12:59:00 PM

Attachments: <u>image001.png</u>

Good afternoon Chief Kelly LaRocca,

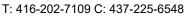
This is just a friendly reminder that we are looking for comments be provided for the draft Ontario Line Natural Environment Early Works Report by end of day today, July 2nd. We are also looking for comments to be provided for the draft Ontario Line Early Works Report by end of day tomorrow, July 3rd:

Feel free to contact me if you have any questions.

Thank-you,

Crystal Ho

Junior Project Coordinator, Environmental Programs and Assessment 130 Adelaide St West | Toronto | Ontario | M5H 3P5







From: Ontario Line

Sent: Friday, June 05, 2020 5:13 PM **To:** <u>klarocca@scugogfirstnation.com</u>

Cc: msanford@scugogfirstnation.com; k.a.sandy-mckenzie@rogers.com; Indigenous Relations; James

Francis; Rodney Yee; Maria Zintchenko

Subject: Ontario Line - Draft Early Works Report

Good afternoon Chief Kelly LaRocca,

As per the document distribution schedule presented in Metrolinx's June 3rd letter, please find the Ontario Line Draft Early Works Report via Dropbox. Any comments on the report are requested by **July 3rd**.

As previously communicated, Metrolinx acknowledges the current climate of uncertainty as Indigenous communities are impacted by the COVID-19 pandemic. Please let us know if there are any ways that we can make the review process easier or more accommodating during this time.

Please let us know if you have any questions or have trouble accessing the document.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: Ontario Line

Sent: June-04-20 4:01 PM

To: 'klarocca@scugogfirstnation.com' < <u>klarocca@scugogfirstnation.com</u>>

Cc: 'msanford@scugogfirstnation.com' < <u>msanford@scugogfirstnation.com</u>>; 'k.a.sandy-mckenzie@rogers.com' < <u>k.a.sandy-mckenzie@rogers.com</u>>; Indigenous Relations

 $<\!\!\underline{IndigenousRelations@metrolinx.com}\!\!>; James Francis <\!\!\underline{James.Francis@metrolinx.com}\!\!>; Rodney Yee$

<<u>Rodney.Yee@metrolinx.com</u>>; Maria Zintchenko <<u>Maria.Zintchenko@metrolinx.com</u>>

Subject: Ontario Line - Draft Early Works, Natural Environment Report

Good afternoon Chief Kelly LaRocca,

As discussed in our June 3rd correspondence, Metrolinx would like to share the draft Ontario Line Early Works Natural Environment Report with your community for review. The report may be accessed via Dropbox

We are requesting comments on the report by July 2nd, 2020. However, as mentioned previously, Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment
Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5
T: 416-202-1812

From: Ontario Line

Sent: June-03-20 12:17 PM

To: 'klarocca@scugogfirstnation.com' < <u>klarocca@scugogfirstnation.com</u>>

Cc: 'msanford@scugogfirstnation.com' <<u>msanford@scugogfirstnation.com</u>>; 'k.a.sandy-mckenzie@rogers.com' <<u>k.a.sandy-mckenzie@rogers.com</u>>; Indigenous Relations

< !ndigenousRelations@metrolinx.com; James Francis < James Francis@metrolinx.com; Rodney Yee

<<u>Rodney.Yee@metrolinx.com</u>>; Maria Zintchenko <<u>Maria.Zintchenko@metrolinx.com</u>>

Subject: Ontario Line - Draft Environmental Conditions, Natural Environment Report

Good afternoon Chief Kelly LaRocca,

Please find attached a letter detailing the report distribution schedule for the Ontario Line. The Ontario Line Environmental Conditions Natural Environment Report, discussed in the letter, can be found via the Dropbox link

Metrolinx acknowledges the current climate of uncertainty as communities across Ontario, and Indigenous communities, in particular, are impacted by the COVID-19 pandemic. We recognize that community offices may be closed or have reduced capacity at this time. We are making efforts to ensure that communities can continue to be engaged and included in projects, while balancing the need to adhere to regulatory timelines. As such, please let us know if there are any ways that we can make this process easier or more accommodating.

Thank you,

Kuru Satkunanathan

Intern, Environmental Programs & Assessment Metrolinx | 130 Adelaide Street W | Toronto | Ontario | M5H 3P5 T: 416-202-1812 From: <u>Indigenous Relations</u>

To: <u>klarocca@scugogfirstnation.com</u>

Cc: <u>James Francis; Maria Zintchenko; Laura Witherow; msanford@scugogfirstnation.com</u>

Subject: Ontario Line Subway Project **Date:** February 12, 2020 1:13:10 PM

Attachments: <u>image001.png</u>

Ontario Line - Letter Mississaugas of Scugog First Nation.pdf

Good Afternoon.

Metrolinx in partnership with Infrastructure Ontario is proposing to build a 16km subway line in downtown Toronto which will expand and build upon the existing and planned transit network. More details about the project can be accessed here:

I have attached a letter to this email that provides high level details of the project, which has also been sent to you by registered mail.

Metrolinx would appreciate any interest that your First Nation may have in these projects. We would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have.

I am happy to speak in person or by telephone if you require further information as I hope to make this process as open and respectful for your community.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations
Metrolinx
10 Bay Street | Toronto | Ontario | M5J 2R8
437.225.0302



★ METROLINX

Indigenous Communities

• Six Nations of the Grand River

From: <u>Indigenous Relations</u>
To: <u>Lonny Bomberry</u>

Cc: Mark B. Hill; Dawn LaForme; Tanya Hill-Montour; Jen Mt.Pleasant; Robin Linn; Maria Zintchenko; Merlin Yuen;

Rodney Yee; Crystal Ho

Subject: Ontario Line: Final Environmental Conditions Report and Draft Exhibition Station Early Works Report

Date: Monday, November 30, 2020 4:46:35 PM

Attachments: Attachment 1.pdf

Attachment 2.pdf Attachment 3.pdf Attachment 4.pdf

OL FinalECR DraftEWRExh Letter of Notice-SNGR.pdf

image001.png

Dear Lonny,

Metrolinx continues to progress its environmental studies for the Ontario Line Project as part of the Subways Program. Attached you will find a letter providing an update on the project. The purpose of this letter is to share the Final Environmental Conditions Report (ECR) and Draft Exhibition Station Early Works Report (EWR) prepared for the Ontario Line Project and provide a continued invitation for feedback. In an effort to streamline your review, we draw your attention to the attachment which provides an overview of the expected environmental impacts and proposed mitigations, as we know this may be of specific interest to you. Attachment 4 speaks to Archaeology.

We kindly ask that your provide any comments no later than January 5, 2021.

The reports are available at the following links:

- Draft Exhibition Station Early Works Report:
- Final Environmental Conditions Report:

We appreciate the volume of documents that Metrolinx has shared with your Nation. We are happy to set up a meeting to guide you through the reports and to answer any questions. If you have any concerns, please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander

Manager, Indigenous Relations Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2R8 437.225.0302





Metrolinx & SNGR

DATE/TIME: November 25, 2020 / 10:30 – 12:00

LOCATION: Microsoft Teams

PREPARED BY: Metrolinx

METROLINX

- Fallon Melander, Manager, Indigenous Relations
- Jaimi O'Hara, Senior Advisor, Indigenous Relations
- Aaron McMillan, Community Relations Specialist, Indigenous Relations
- Kelly Hagan, Vice President, Community Relations & Communications

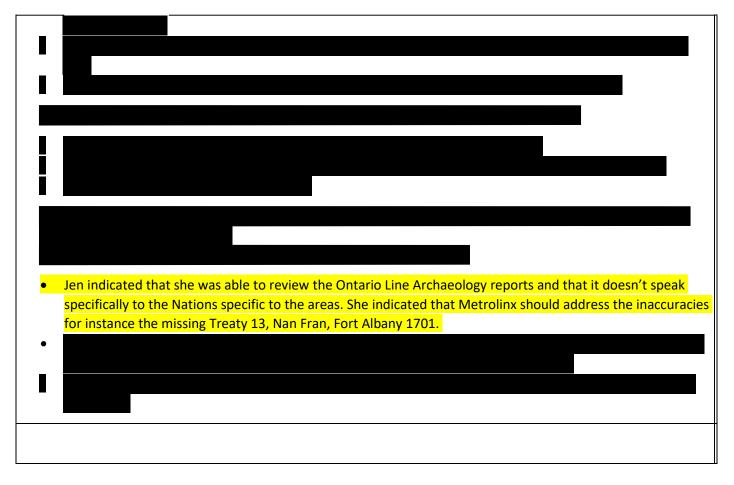
IN ATTENDANCE

SIX NATIONS OF THE GRAND RIVER

- Lonny Bomberry, Director, Lands & Resources
- Jen Mt. Pleasant, Consultation Point Person
- Tanya Hill-Montour, Archaeological Coordinator
- Robbin Vanstone, Land Use Officer
- Dawn LaForme, Admin Assistant
- Dawn Russell, Admin Assistant
- Phil Monture, Consultant

	C	RAFT MINUTES	
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iscussion			
300331011			
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^{*}Please contact Metrolinx (IndigenousRelations@metrolinx.com) within seven (7) days of issuance of these minutes for any errors or omissions.

From: <u>Indigenous Relations</u>

To: <u>lonnybomberry@sixnations.ca</u>

Cc: markhill@sixnations.ca; dlaforme@sixnations.ca; James Francis; Maria Zintchenko; Laura Witherow

Subject: Ontario Line Project

Date: Thursday, July 30, 2020 9:34:35 AM

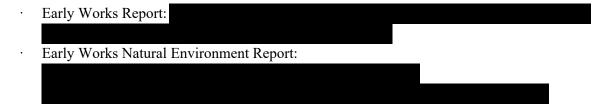
Attachments: <u>image001.pnq</u>

Ontario Line Project Introduction SNGR.pdf

Good Morning Mr. Bomberry,

Metrolinx in partnership with Infrastructure Ontario is proposing to build a 16km subway line in downtown Toronto which will expand and build upon the existing and planned transit network. I have attached a letter to this email that provides high level details of the project.

As detailed within the letter, Early Works Reports are available for your review at the following links:



If you have any comments on these reports, please share them by August 31, 2020.

Metrolinx would appreciate any interest that your First Nation may have in this project and would welcome the opportunity to meet with you to provide more information and discuss any interests or questions that you may have.

I am happy to speak in person or by telephone if you require further information as I hope to make this process as open and respectful for your community.

Please do not hesitate to contact me.

Miigwetch,

Fallon

Fallon Melander Manager, Indigenous Relations Metrolinx 10 Bay Street | Toronto | Ontario | M5J 2R8 437.225.0302

